

356
E6 J8
copy 1

10-0111



Class E66

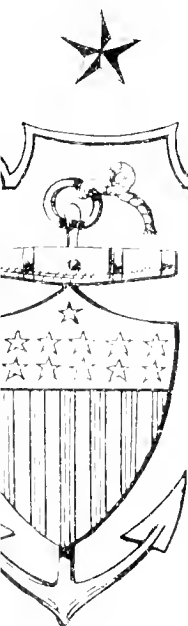
Book E668

Copyright N^o _____

COPYRIGHT DEPOSIT.

Perry's Victory Centennial Souvenir

The
Niagara
Keepsake





THE GILBERT STUART PORTRAIT OF COMMODORE OLIVER HAZARD PERRY, OWNED BY MR. OLIVER HAZARD PERRY OF LOWELL, MASSACHUSETTS

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



THE DAY BEFORE THE LAUNCHING—STARBOARD VIEW OF THE "NIAGARA" ON THE SHORE OF MISERY BAY, JUNE 6, 1913

The "Niagara." Keppiske-Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

Perry's Victory Centennial Souvenir

The "Niagara" Keepsake

Compiled and Published by the Editorial Staff of The Journal of
American History, Under the Auspices of the Board
of Perry's Victory Centennial Commis-
sioners of the State of
Pennsylvania



THE MORNING OF THE LAUNCHING.

THE JOURNAL OF AMERICAN HISTORY
FORTY-SECOND STREET BUILDING, NEW YORK

The "Niagara"

On Visiting Her as She Lay, Recently Raised,
on the Shore of Misery Bay, Erie, Pennsylvania,
April 2, 1913

BY

The Editor of The Journal of American History

Who laid the ancient forest in this keel,
 Bowing his back to serve in this great oak,
 That rises, after fourscore years a-soak,
To flout the metal tubs we now anneal,—
As these wrought-iron spikes rebuke our steel?
 What axe-song welded thee, what mighty stroke,
 Niagara,—Lawrence, and the rest, that broke
Oppression from our starry Commonweal?

Thine, Dobbins*—dauntless! Lo, thy frontier band
 God calls, Presque Isle's staunch men and women takes,—
 Strong, rough-hewn timbers and wrought-iron,—makes
A blade of destiny, hews Perry's hand
To swing this Erie forest, whirls the brand,
 And sweeps the British insult off the Lakes!

* Captain Daniel Dobbins' own ax, October 24, 1812, felled the great black oak and hewed out the timber that afterwards became the keel of the "Niagara"—the first tree felled and the first timber hewn in the building of Perry's fleet.



A SPIKE TAKEN FROM THE RAISED "NIAGARA" AS SHE LAY ON THE BEACH OF
MISERY BAY, APRIL 7, 1913

Text and Illustrations in this Book are Copyrighted, 1913, by The Journal of American History
All Rights Reserved



THE MORNING OF THE LAUNCHING—STERN VIEW OF THE "NIAGARA" SHORTLY BEFORE SHE PASSED INTO THE WATER, JUNE 7, 1913

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History



THE DAY BEFORE THE LAUNCHING.—PORT VIEW OF THE "NIAGARA." LOOKING AFT, JUNE 6, 1913

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



The "Niagara" in the Centennial Celebrations

The Patriotic Contribution of the State of Pennsylvania
to the Memory of Oliver Hazard Perry and Those Who
Fought With Him

BY

FRANK ALLABEN

Editor in Chief of The Journal of American History

HAPPILY the people of the great State of Pennsylvania now own the historic "Niagara" that carried Commodore Oliver Hazard Perry's fighting flag to victory in the battle of Lake Erie one hundred years ago. Through their able representatives, the Pennsylvania Board of Perry's Victory Centennial Commissioners, the people of Pennsylvania have raised the famous old brig from her long sleep at the bottom of "Misery Bay," Presque Isle Harbor, Erie, Pennsylvania; they have lovingly rebuilt and refitted her; and they joyously are sending her on her gallant cruise through the Great Lakes this summer to salute the peoples of the vast empire of the "Old Northwest" which was won for the Stars and Stripes from the "Niagara's" staunch deck.

Can any one be a Pennsylvanian and not exult in the complete success of this great patriotic achievement? For this service the whole country owes a debt of gratitude to Pennsylvania; the State of Pennsylvania is under deep obligation to her Board of Perry's Victory Commissioners; and this Board is in turn grateful to its President, General A. E. Sisson, who has devoted his attention assiduously to the problems connected with the raising, rebuilding, and equipping of the "Niagara," and to Captain William L. Morrison, First Battalion, Naval Force, Pennsylvania, Commander of the U. S. S. "Wolverine," who for two years has worked enthusiastically with General Sisson, a volunteer without pay, superintending every detail of the raising, rebuilding, and equipping of Perry's war-brig.

At the launching of the "Niagara," Lieutenant-Governor Burchard of Rhode Island, Perry's native State, uttered words which must stir the heart of every patriotic American. "On the sea and on the lakes, marking the eastern and western confines of the colonies,

PERRY'S VICTORY CENTENNIAL SOUVENIR

reconsecrated and rededicated as shrines of patriotism, shall float upon the beautiful waters by the shores that they defended, the invincible old 'Constitution' and the redoubtable 'Niagara.' Youthful feet shall tread their decks and youthful eyes shall kindle at the recollection of Lawrence's message and of Holmes' verse. These precious relics, lovingly preserved by a grateful posterity, will carry down a message from the patriot fathers to succeeding generations."

To this noble sentiment every American heart will respond; and we of other States gladly join with the people of Pennsylvania, not alone in honoring the heroes of 1812, who fought for our freedom, but in honoring also the generous men of Pennsylvania who have brought up the brave old "Niagara" out of her tomb of seventy years at the bottom of their beautiful lakeport, in order that she herself, who went through the strife, might symbolize and eloquently recall to us our great responsibility and privilege of guarding the sacred heritage that the heroes on her deck, and all the others like them, preserved at such great cost, to hand it down to us and to our children.

When, by joint resolution of the General Assembly of Ohio, passed February 28, 1908, an Ohio Perry's Victory Centennial Commission was appointed by Governor Harmon to prepare plans for a centennial celebration on Put-in-Bay Island, Pennsylvania was the first of the other States to extend a helping hand to Ohio. General A. E. Sisson of Erie, who had distinguished himself during several terms in the Pennsylvania Senate, and who was then Auditor-General of that State, drew the bill to create a Pennsylvania Board of Perry's Victory Commissioners.

Fortunately for the State and for the whole country, as it has transpired, he himself became President of the Commission created under this bill. Associated with him were four gentlemen of Pennsylvania, who have served their State in other capacities and have cordially and enthusiastically coöperated with him in the measures connected with the "Niagara" which must make the centennial celebrations of this summer of 1913 memorable for all time. These gentlemen are Honorable Milton W. Shreve of Erie, Representative in Congress from the district containing the City of Erie; Honorable Edwin H. Vare of Philadelphia, Senator from the First Senatorial District of Pennsylvania; Honorable Thomas C. Jones of McKeesport, formerly Judge of Allegheny County, Pennsylvania; and Honorable George W. Neff, M. D., of Masontown.

Other States followed the example set by Pennsylvania until no less than ten States had undertaken to coöperate in making the Perry



A VIEW OF THE LITTLE PENINSULA THAT SHOWS IN PRESENT DAY HARBOR, FIRE

TO THE RIGHT OF THE WATER
IS THE OLD PENINSULA OF THE



PENNSYLVANIA PERRY'S VICTORY CENTENNIAL COMMISSION

HON. MILTON W. SHREVE
HON. GEORGE W. NEFF

HON. A. E. SISSON, President

HON. EDWIN H. VARE
HON. THOMAS C. JONES

THE NIAGARA KEEPSAKE

Celebrations of 1913 a matter of National import. Moreover, the Congress of the United States was enlisted in this great patriotic enterprise, and appropriated a quarter of a million of dollars which, conditioned upon a proper financial coöperation by the participating States, will become available in carrying out the proposed plans. Three commissioners were appointed to represent the United States Government: Lieutenant-General Nelson A. Miles, representing the Army, Rear Admiral Charles H. Davis, representing the Navy, and General J. Warren Keifer.

The Commissioners for Ohio are: George H. Worthington and John H. Clarke, Cleveland; S. M. Johansson, Put-in-Bay; Eli Winkler, Cincinnati; Horace Holbrook, Warren; William C. Mooney, Woodfield; Horace L. Chapman, Columbus; George W. Dun, Toledo.

The Commissioners for Michigan are: Arthur P. Loomis, Lansing; Roy S. Barnhart, Grand Rapids; E. K. Warren, Three Oaks; George W. Parker, Detroit.

The Commissioners for Illinois are: General Philip C. Hayes, Joliet; William Porter Adams, Willis J. Wells and Chesley R. Perry, Chicago; W. H. McIntosh, Rockford.

The Commissioners for Wisconsin are: John M. Whitehead, Janesville; A. W. Sanborn, Ashland; C. B. Perry, Wauwatosa; S. W. Randolph, Manitowoc; Louis Bohmrich, Milwaukee; Sol P. Huntington, Green Bay; Rear Admiral Frederick M. Symonds, Galesville.

The Commissioners for New York are: William Simon and Senator George D. Emerson, Buffalo; John F. Mott, Oswego; Clinton Bradford Herrick, M. D., Troy; Henry Harmon Noble, Essex.

The Commissioners for Rhode Island are: Senator John P. Sanborn, Newport; Louis N. Arnold, Westerly; Sumner Mowry, Peacedale; Henry E. Davis, Woonsocket; Colonel Harry Cutler, Providence.

The Commissioners for Kentucky are: Colonel Henry Watterson and Colonel Andrew Cowan, Louisville; Samuel M. Wilson, Lexington; Colonel R. W. Nelson, Newport; Mackenzie R. Todd, Frankfort.

The Commissioners for Minnesota are: W. H. Wescott, Rosemount; J. Edward Meyers, Minneapolis; Ralph W. Wheelock, St. Paul; Milo B. Prince, Owatonna; Clyde Kelly, Duluth.

All of these commissioners together form the Inter-State Board, the general officers of which are George H. Worthington, President-General; Colonel Henry Watterson, First Vice-President-General; Webster P. Huntington, Secretary-General; General A. E. Sisson, Treasurer-General, and Colonel Harry Cutler, Auditor-General.

PERRY'S VICTORY CENTENNIAL SOUVENIR

Perry's Victory Centennial Committees have also been appointed in the different lake ports where special celebrations have been planned, and these Committees have been affiliated in an Inter-City Board, of which Honorable William J. Sterne, Mayor of the City of Erie, is President.

In 1911 General Sisson drew up and had introduced in the Pennsylvania Legislature another bill providing an appropriation. It was passed and on June 14, 1911, approved and signed by Governor Tener, making \$75,000 of the money of the State of Pennsylvania available "to aid in the erection of a memorial on Put-in-Bay Island in Lake Erie, State of Ohio, in commemoration of the victory of Commodore Oliver Hazard Perry at the battle of Lake Erie, and the centennial celebration of that event in the year one thousand nine hundred and thirteen."

This bill provides that "no part of the money hereby appropriated shall be available for said celebration until the Commissioners appointed by the Governor of Pennsylvania are satisfied that a sufficient sum has been appropriated, by the United States and the States participating, for the completion of said memorial." But it closes with this very interesting exception:

"Excepting, however, that said Commission may expend from said appropriation such an amount as it may deem appropriate and advisable, under all of the circumstances, to be used to properly recognize the fact, in connection with said proceedings, that the fleet commanded by Commodore Perry at the Battle of Lake Erie was constructed in Pennsylvania, and sailed from the port of Erie to meet Barclay and the British fleet, returning after the battle to Presque Isle Bay at that place, with all of the enemy, living, as prisoners of war, and all of his ships as spoils of war,—at which place the wounded of both sides were nursed,—and where, at the bottom of the bay, now lie the remains of the 'Niagara,' to which Commodore Perry during the battle transferred his flag from the disabled 'Lawrence'."

This bill of General Sisson's will always have a special historic interest, first of all for Pennsylvanians, but equally for all, as containing the first allusion in official documents of the Perry Celebration to Perry's unraised flagship entombed in the harbor at Erie.

Who first definitely broached the splendid project of raising the "Niagara,"—whether General Sisson of the Commission, or Captain Morrison of the Pennsylvania Naval Force aboard the "Wolverine,"—it may be difficult positively to determine; but to both these gentlemen it early presented itself as a practical possibility, since which



CAPTAIN WILLIAM L. MORRISON, N. F. P., COMMANDING
U. S. S. "WOLVERINE"

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



THE DAY BEFORE THE LAUNCHING—STERN AND STARBOARD VIEW OF THE "NIAGARA," JUNE 6, 1913

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

time they have enthusiastically worked together, early and late, with a success now known to the entire nation.

From its foundation THE JOURNAL OF AMERICAN HISTORY has dedicated itself to the cause of a deep and genuine American patriotism. As the centennial of Perry's victory approached, its Editors began a work of research for the materials, textual and illustrative, to present the great decisive conflict in its true light.

I was struck by the phrase in many of the enactments, providing for a Perry Celebration, that this event should "take the form of an educational, military, naval and historical celebration." Visiting, early this year, some of the cities where celebrations had been planned, I was, I confess, somewhat discouraged. I feared the greatness of the opportunity might not be fully realized,—the opportunity to quicken patriotism, in ourselves, our children and the whole country.

But learning what General Sisson and Captain Morrison were doing at Erie, supplemented by the local committees of that city, I became assured. I felt that the indomitable spirit of Captain Daniel Dobbins still reigned there; that it was still the place of energy and action, where patriotic things are done, even as it was in those old days of 1812 and 1813 when the music of the hammer and the ax, which strong-hearted Dobbins and his men played in the forests of Erie, foretold the doom of British supremacy on the Great Lakes and prophesied the end of that threatening shadow of British dominion which lay over the "Old Northwest" and the still greater West beyond.

From that moment this book has been planned as a tribute, not alone to Perry and his heroes, but to the great State of Pennsylvania that has raised up the glorious old "Niagara" and given her back to us, that she may again proudly dominate, throughout our jubilation, the waters of the Upper Lakes.

We have been embarrassed by the wealth of interesting material collected. Scarcely a third of what has been gathered together can be compressed within the hundred pages to which this book is limited—that in price it may be brought within the reach of every American.

The reproduction of Perry's fighting flag, on the back cover, has been faithfully made from an excellent photograph of the original. The field of the flag itself, about eight by nine feet, was originally blue, with letters about a foot high, cut out of white muslin and sewed upon it, forming the undying utterance of Captain James Lawrence of the "Chesapeake," as he was carried below, mortally wounded, "Don't give up the ship!" The present dim, faded bluish tint of this

PERRY'S VICTORY CENTENNIAL SOUVENIR

famous fighting burgeon,—which flew from the masthead of both the "Lawrence" and the "Niagara" during the battle,—has been faithfully reproduced.

On the front cover, reproducing the original oil painting in facsimile, appears the famous portrait of Perry conceded by experts to be his best likeness. It is from the painting by John Wesley Jarvis for the City of New York. Perry sat for this portrait in 1816, at the invitation of the corporation of the City of New York. Through the courtesy of the Art Commission of that city it was taken down from its place into a perfect light for this book, so that four negatives through French screens might be taken by our expert color-engravers for "The Niagara Keepsake."

Like one with more flowers than he can assemble in a bouquet convenient for the hand, we have tried to pick and choose for this wreath which we would lay fragrant upon the memory of Perry and his heroes.



FAC-SIMILE OF THE OBTVERSE AND REVERSE OF THE MEDAL GIVEN TO COMMODORE PERRY BY CONGRESS AFTER THE BATTLE OF LAKE ERIE

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



PORT SIDE OF THE "NIAGARA" AS SHE CAME UP OUT OF MISERY BAY, MARCH 6, 1913.
SHOWING BULWARKS AND ONE OF HER GUN PORTS

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



STERN VIEW OF THE "NIAGARA," APRIL 2, 1913, JUST AFTER SHE HAD BEEN BEACHED ON THE SHORE OF MISERY BAY

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

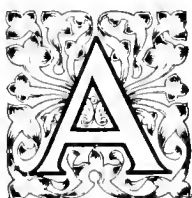


The Raising and Rebuilding of the "Niagara"

The Remarkable Condition of Perry's Old War-Brig as She
Came Up Out of the Bay, Making it Possible to Get All Her
Lines and Restore Her as She Was

BY

The Editor of The Journal of American History



AS early as mid-summer of 1912 Captain W. L. Morrison was authorized by General Sisson, in behalf of the Pennsylvania Perry's Victory Centennial Commission, to employ a diver to make a careful examination of the condition of the "Niagara" after her eighty years' sleep at the bottom of Misery Bay. The diver was promptly employed and the examination made.

"At the request of the Pennsylvania Perry's Victory Centennial Commission," reads Captain Morrison's report, made at the time, "the T. A. Gillespie Company diver was engaged to make an examination of the Niagara, sunk in Misery Bay, part of Erie Harbor, Pennsylvania.

"The wreck is located in about twenty feet of water, buried on an average in six feet of sand and mud. The starboard side was intact to a height of some six feet. The port side was more completely buried in the sand, and seemed to be in fair condition. The stem and stern-post were intact.

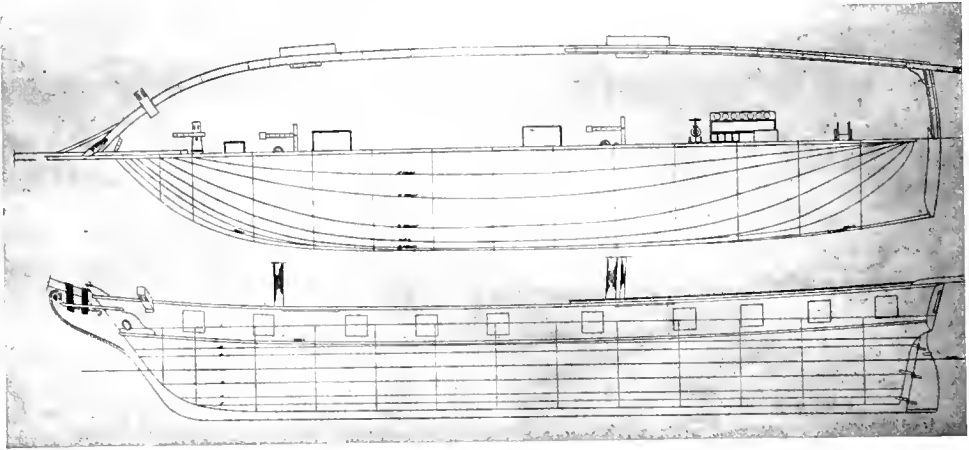
"I respectfully submit and consider it practical to rebuild this ship, and from the examination am satisfied that two-thirds of the original structure is still intact."

The contract for raising and beaching the "Niagara" was let November 10, 1912, "but owing to the severity of the weather and snow storms," in the words of Captain Morrison, "the work could not be satisfactorily accomplished as in more suitable weather." During the fall and winter the work went on slowly, most of the time through holes cut in the ice covering Misery Bay. Working

PERRY'S VICTORY CENTENNIAL SOUVENIR

through twenty feet of water, a sand sucker was used to uncover the hull which lay buried in six feet of sand. With the removal of this sand, preparations were made for the work of raising by passing four chains under the hull.

As described by Ensign Kessler, of the "Wolverine," to accomplish this, "two pieces of two-inch pipe were joined at an angle and attached to the bottom, giving a hydraulic pressure of approximately two hundred pounds per square inch. This pipe then formed a very powerful jet, which was placed in position at one side of the wreck and gradually forced under the hull by means of the hydraulic pressure behind it. The mud and sand were blown away, inch by inch, and the pipe-jet forced further and further under the wreck, until

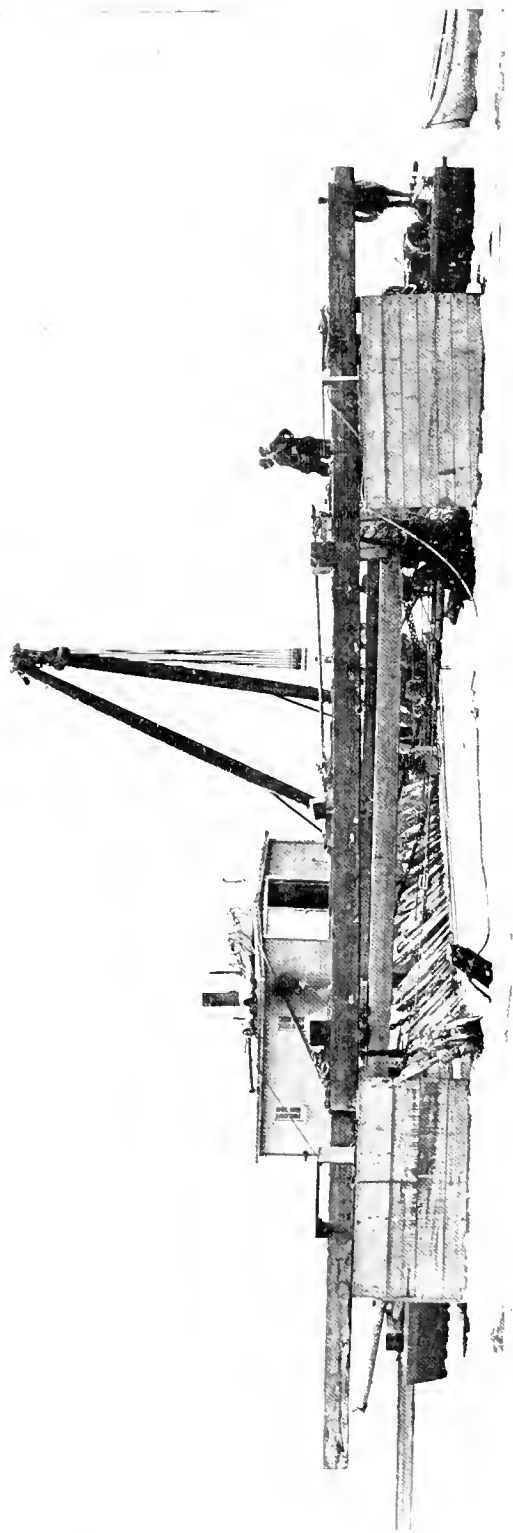


THE LINES OF THE "NIAGARA" WONDERFULLY "FAIR AND SWEET"

ropes attached to the ends of this pipe-jet could be fished up on the opposite side of the hull and a heavy chain, attached to these ropes, drawn underneath the vessel."

Four chains, one forward, one aft, and two amidships, were thus placed around the sunken hull and made fast to strong beams, supported on pontoons, one on either side of the wreck. The actual raising was then begun, the hull of the historic battle-brig being "raised a link at a time," as expressed in one of Captain Morrison's reports, "by means of a twenty-foot lever."

The "Niagara" was brought to the surface on a blustering day, March 6, 1913, without any damage or breaking of her hull. Gradually the old brig, still chained to the beams supported by the two pontoons, as described, was shifted toward the shore of Misery Bay.



THE "NIAGARA" AS SHE CAME UP THROUGH THE ICE IN MIESER BAY, ERIE, ON MARCH 6, 1913

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



VIEW OF THE "NIAGARA," APRIL 2, 1913, STARBOARD SIDE, LOOKING AFT

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

THE NIAGARA KEEPSAKE

On account of ice and the severe weather, the actual beaching was delayed until April 1, 1913.

The state in which the "Niagara" reached the surface, on March 6, is best described in a report made by Captain Morrison:

"The condition of the hull is as follows:—

"The starboard side was gone to the point of the turn of the bilge. The port side was intact amidships to the height of the rail for a distance of sixty feet, showing six gun ports. This section had to be removed before the ship was hauled out, as there were no decks left to support same.

"The keel, stem, and stern-posts, and natural knee floor timbers were in an excellent state of preservation, and will be used in the rebuilding of the brig. The bulwarks were of white pine, with red cedar and black walnut stanchions; the gun-ports, ten (10) feet center, were thirty-six (36) inches square. Bolts, that held the gun brithens, extended through the bulwarks and are fastened with slot and key.

"The action of the acid in the oak, in contact with the iron spikes, had in some cases eaten a hole two inches in diameter around the spikes. In other cases it had apparently preserved the wood, and made each spike appear like a knot.

"The planking was worn away, presumably by the action of the sand, on an average of one inch. The oakum in the seams is still intact, and the seams were further calked with tea lead.

"One point which may throw light on the Perry-Elliot controversy was discovered:

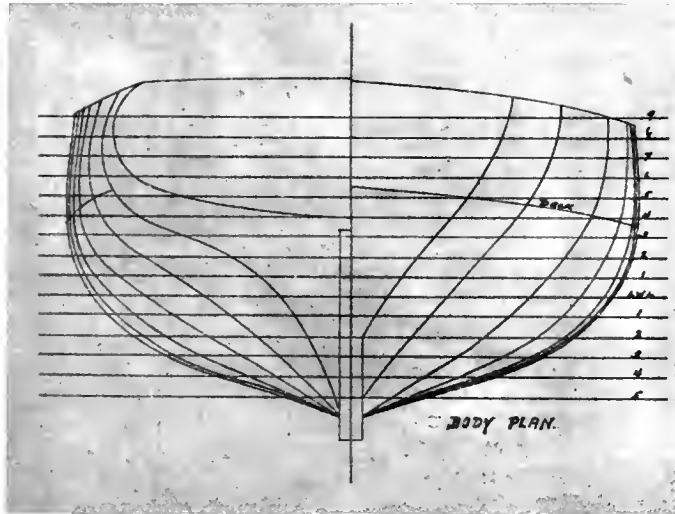
"A bolt apparently by accident, had been driven some eight inches through the keel, into possibly a keel block, and when launched this keel block might have been carried with the ship into the water; and, if not, this bolt would have calked weeds, accounting for the inability of the Niagara to engage sooner in action."

One of our illustrations shows a gun-port on the side of the "Niagara," as she came up through the ice, March 6, and shows her bulwarks still erect above deck on this side to the height of the rail. Other illustrations, from photographs taken by Lieutenant Nick of the "Wolverine" on April 2, the day after she was beached, show the substantial condition in which the "Niagara" came to shore, the bulwarks on the port side having been removed.

The contract for the rebuilding of the "Niagara" was signed on Saturday evening, April 5, and on Monday following, April 7, the work began. On that day the writer, through the courtesy of

Captain Morrison, spent several hours inspecting the historic relic. The hull was then set squarely into position, blocked up from the shore, with a proper bed and ways constructed. The lines of the vessel, with all her principal dimensions, etc., had been taken and transferred to a temporary mold loft.

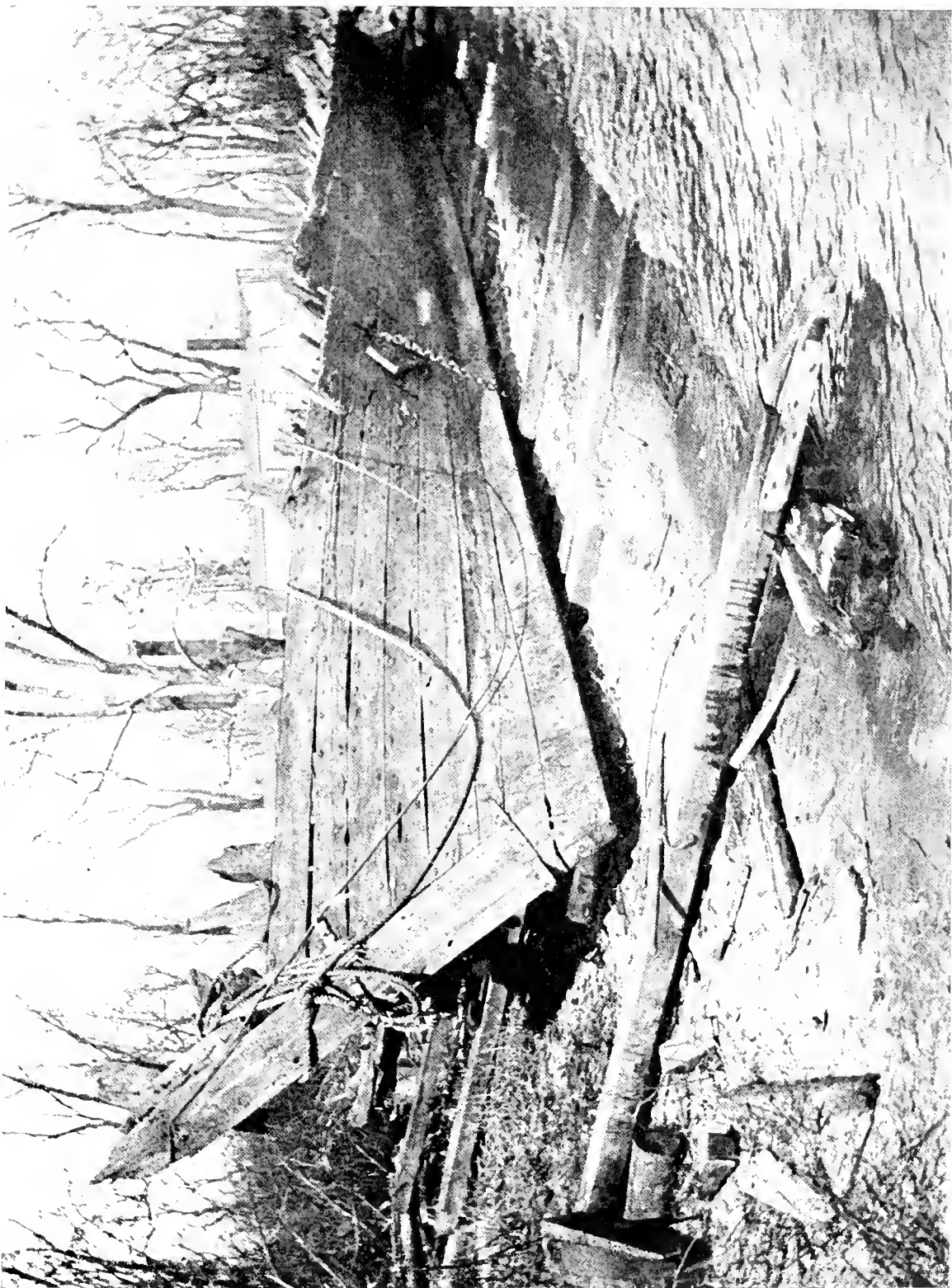
These lines and other data were transferred by Captain Morrison and Ensign Kessler of the "Wolverine," and the drawings are here given. They show how advanced was the art of ship-building a hundred years ago, as practiced by Henry Eckford and Noah Brown. They are wonderfully "fair and sweet" lines. On April 7 the planking on the sides of the "Niagara" was intact, as shown in the photographs taken April 2; and as I stood at her stern-post, where



THE LINES OF THE "NIAGARA," STERN VIEW

she lay blocked and erect, and saw her graceful and beautiful sides, I realized with a wondering thrill the truth expressed by Lieutenant-Governor Burchard at her launching, that she was "built like a ship and modeled like a yacht."

She was, indeed, built on the lines of our famous clipper ships of that period, the wonders of the world, but skilfully adjusted to the shallow waters of Lake Erie, with a shallow draft. With her sails up she could undoubtedly scud before a fresh breeze,—sailing qualities which served her and us well in the battle of Lake Erie. Whether or not the projecting bolt in her keel, dragging the seaweed which abounds in the lake at the season when the battle was fought, retarded her movements while the earlier, lighter airs prevailed,



THE "NIAGARA," APRIL 2, 1918, STARBOARD SIDE, LOOKING FORWARD

The "Niagara" built by the U.S.A. Navy, 1898-1900.
Capt. J. B. Smith, U.S.N., 1900-1901.



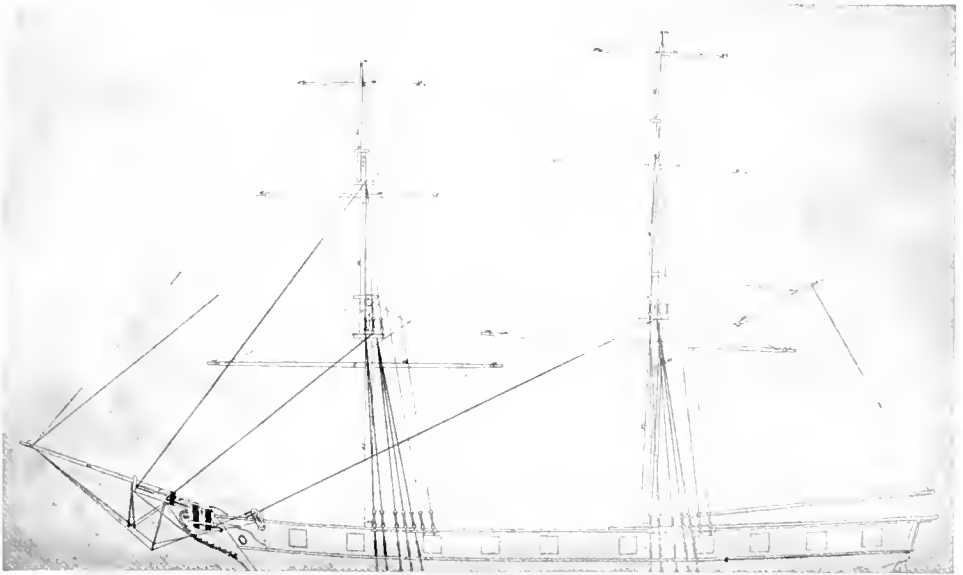
INTERIOR VIEW OF THE "NIAGARA" LOOKING AFT, APRIL 2, 1913. THE STOUT BACKBONE AND STURDY RIBS THAT BORE PERRY TO VICTORY

The "Niagara" Keeps Afloat—Perry's Victory Centennial Souvenir Series.
Copyright, 1914, by The Journal of American History

THE NIAGARA KEEPSAKE

certainly, after Commodore Perry reached her deck and the breeze freshened, the swiftness with which she, responding to his will, came up and broke through the British line, before the "Queen" and the "Detroit" could get disentangled, decided the issue of the battle.

I was also struck by the staunch and rugged timbers built into the "Niagara." A forest was spoiled to make her. The rib between every frame was (*is*, for these ribs are still in her) a "natural knee." Trees forking at a proper angle were selected and cut down so as to afford this natural bend, giving the old brig wonderful strength and ability to bear shocks and strains. Her keel is of black oak



THE SPAR PLAN OF THE "NIAGARA"

timber, fourteen by eighteen inches, remarkably preserved. It has been used in its entirety in the rebuilding, as has most of the keelson, which is of timber ten by twelve inches. The frames are twelve inches wide at the keel, with a center distance of twenty-one and a half inches. The planking was of three-inch oak.

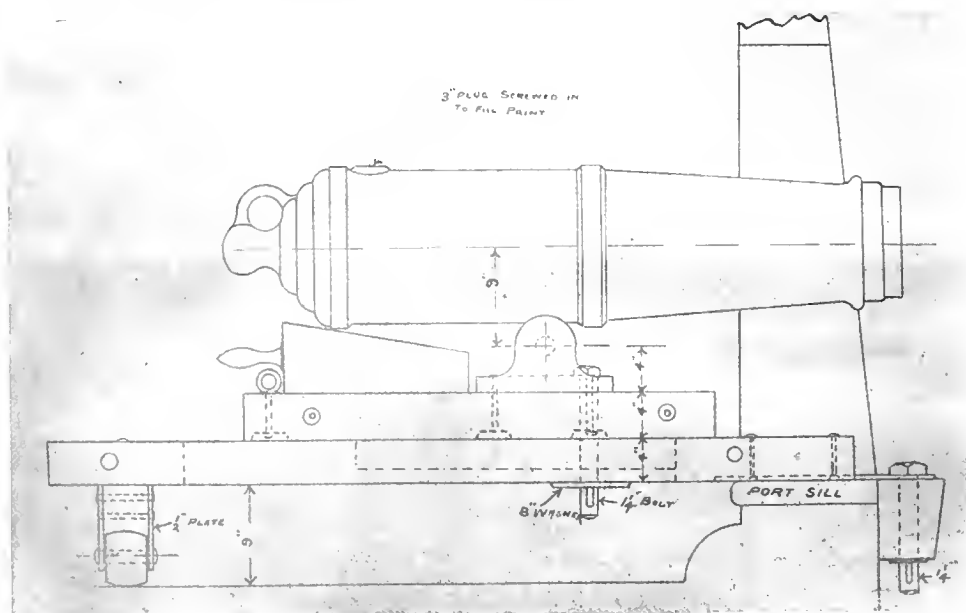
Her hull was held together by wooden pins, "tree-nails," and hand-hammered wrought-iron spikes—materials as substantial as the solid timbers they fastened. While some oakum was used, the brig was largely calked with lead, a novel feature explained by the statement of Noah Brown that oakum was hard to get. The lead made her absolutely secure and water tight.

The steeler in the dead wood aft, instead of being of planks,

PERRY'S VICTORY CENTENNIAL SOUVENIR

was carved out of a single piece of wood. From stem to stern-post the "Niagara" is one hundred and eighteen feet long, has a thirty-foot beam, and a draft of about nine feet.

She was rebuilt and ready to launch in two months' time, April 7 to June 7, 1913; and as rebuilt, contains an unexpectedly large amount of her original timbers—keel, keelson, ribs or frame in all the lower part of the hull, stern-post, bow-stem, and a large part of her planking. By their long immersion in the water her timbers were simply embalmed and preserved. Her lines and dimensions were perfectly obtained from her as she came up, and great spikes still



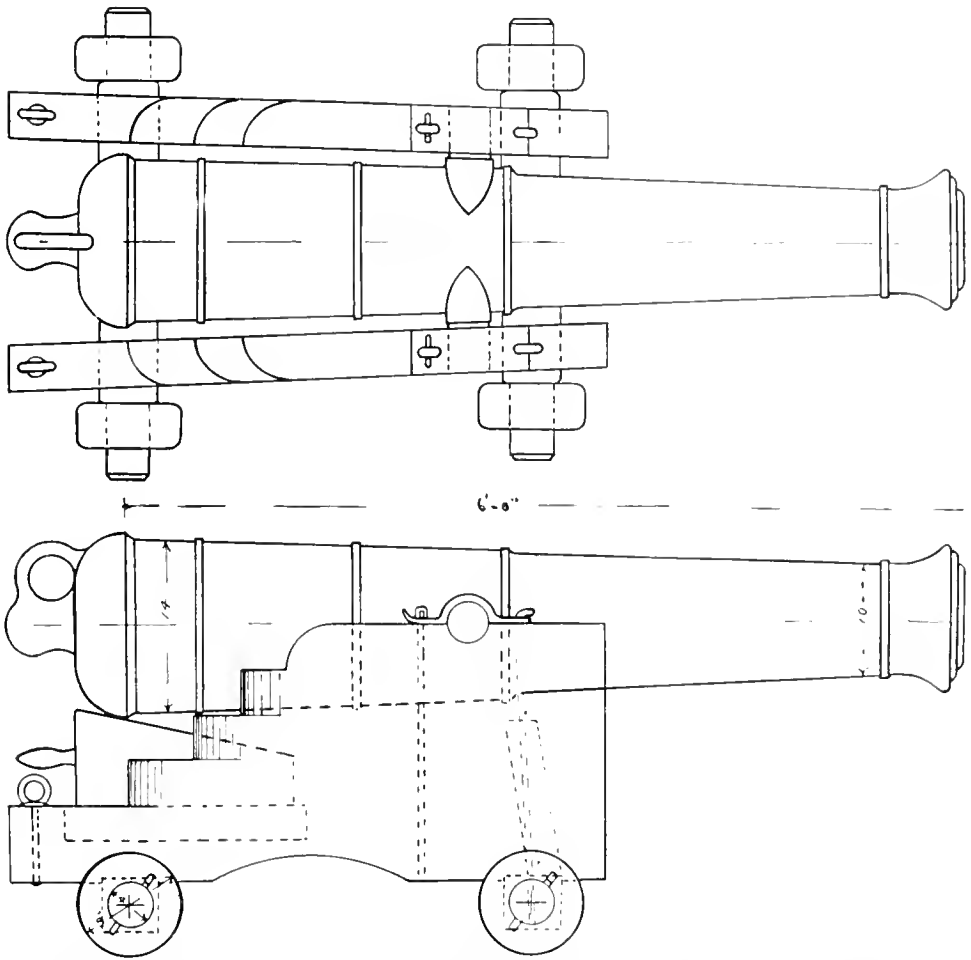
PLAN OF THE EIGHTEEN THIRTY-TWO POUND CARRONADES FOR THE ARMAMENT OF THE "NIAGARA"

standing in her keelson marked the exact position of her two masts. The arrangement of her gun-ports was also abundantly evident on her port side.

As rebuilt she is still, in every essential, the old war-brig of 1813; and Perry, were he here, would recognize her with astonishment, delight, and deep emotion. We have the pleasure of reproducing four old bayonets and three cannon shot, found in her hold, together with two old ax-heads, which show the scars of eighty years' subjection to the chemical elements at work at the bottom of Misery Bay.

THE NIAGARA KEEPSAKE

The "Niagara" was armed with eighteen thirty-two pound caronades, with two long twelve-pound guns, as "chasers," well forward in the bow. As rebuilt she has been given the same armament, her present guns being designed and cast, under the direction of



PLAN OF THE TWO LONG TWELVE-POUNDERS OF THE "NIAGARA'S" ARMAMENT

Captain Morrison, as duplicates of the originals—of cast iron, with elevation adjustments effected by the wedge method. The gun barrel has a cast loop on its larger side which holds the barrel in the form of a trunion by means of a long bolt. The entire gun and gun carriage swing on a provided bolt, and the entire machine swings in

PERRY'S VICTORY CENTENNIAL SOUVENIR

horizontal range about this bolt, being supported in the rear of the carriage by four-inch rollers.

Visitors, who go aboard the "Niagara" and also aboard the "Wolverine" (formerly the "Michigan"), which will tow the "Niagara" from port to port, will be able to contrast the guns on the two vessels—these crude guns of the War of 1812 with the armaments of to-day, with their intricate telescopic sights, electric lights for night firing, electrically-operated parts, etc.

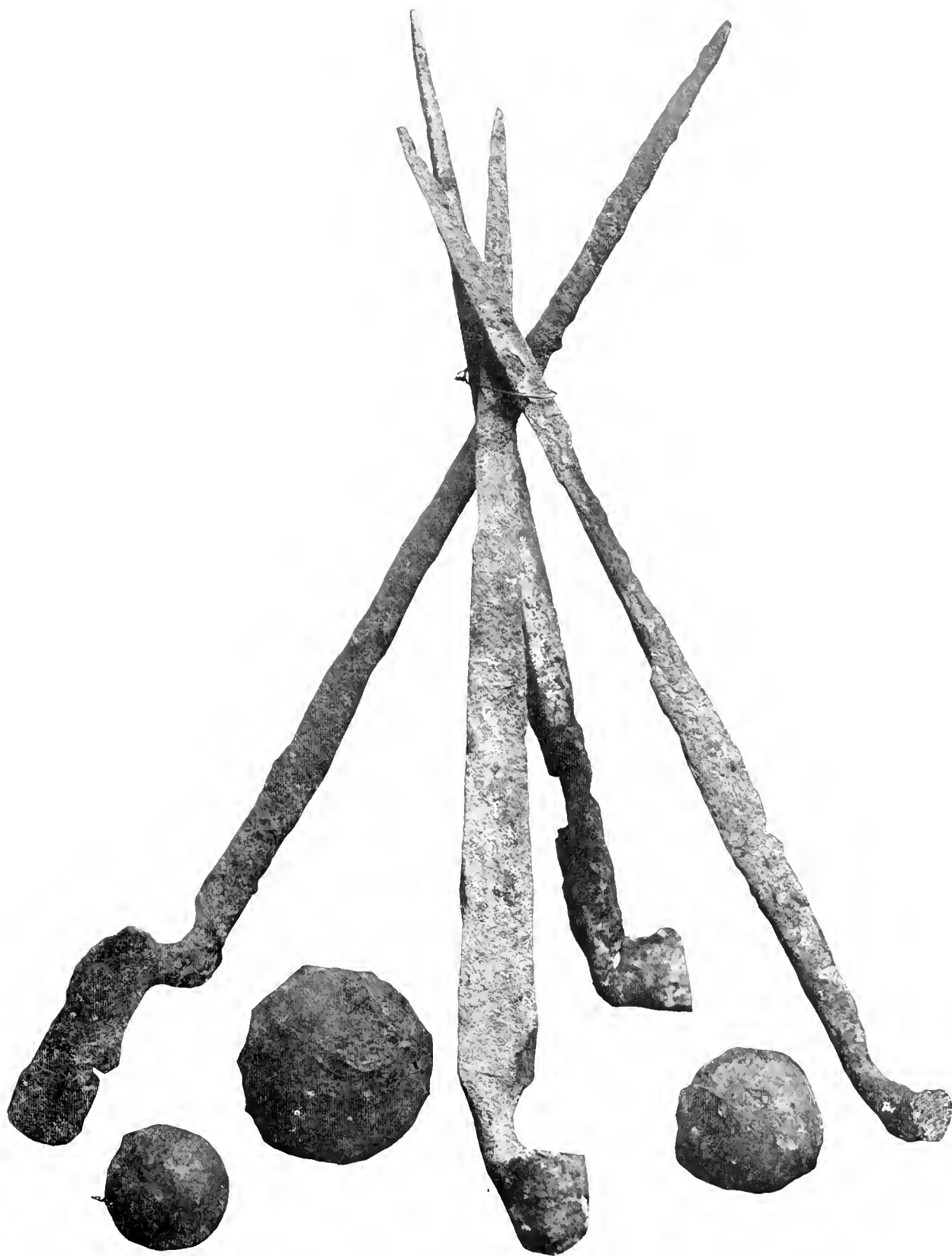
Yet with these crude guns heroes fought and won, and we regard them with more of reverence than curiosity.

Is it any wonder that in these celebrations every eye shall turn to the "Niagara"? Not alone is she the symbol of a great victory, but the actual instrument. Her stout timbers, her guns, her commander, her men, won it. On to triumph her strong masts carried Perry's proud colors. And now, out of her grave arisen, she meets us, a Veteran of the War of 1812, one hundred years old. We greet her with reverence; we gaze upon her with awe—with affection; and shall we not prize and cherish her staunch old timbers while one stick remains upon another?



BELL FROM THE CAPTURED "QUEEN CHARLOTTE," SUBSEQUENTLY USED ON THE "NIAGARA," AND NOW HANGING IN THE CITY HALL AT ERIE

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



FOUR BAYONETS AND THREE ROUND SHOT—RELICS OF THE BATTLE OF LAKE ERIE—FOUND IN THE HOLD OF THE "NIAGARA"

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series
Copyright, 1913, by The Journal of American History.



JUST BEFORE THE LAUNCHING—GREASING THE WAYS OR "BUTTER BOARDS"

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir series,
Copyright, 1913, by The Journal of American History.

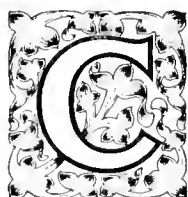


The Second Launching of the "Niagara"

The Most Dramatic Event in All the Perry Celebrations & Exactly One Hundred Years to a Month After Her Original Launching in the Little Frontier Post of Erie, Perry's Flagship Again Slides Gracefully Down the Ways and Rides, Proud and Buoyant, Upon the Lake Which She Won for Us by Her Gaping Wounds

BY

The Editor of The Journal of American History



CROWDS were not present. The scene was not boisterous. But, if I may judge from my own feelings, a solemn exultation filled the hearts of those who watched as, for the second time in her history, the famous old "Niagara" left her place on the shore of Erie Harbor and slid gracefully into the water. One moment she stood motionless against the green screen of the forest; the next, she had dipped into the bosom of the bay.

The morning of June 7, 1913, broke cloudy and threatening; rain fell. It seemed at first not a propitious day for the launching, but, as the appointed time drew on, the day grew brighter and brighter. The writer was one of those carried over to the scene of the launching by Lieutenant Nick in the steamer of the "Wolverine." Although the "Niagara" had been partially shifted over on her port side, inclining toward the beautiful green woods behind her, yet how proudly she loomed up as we approached her.

We landed and inspected her carefully, and then took to our boat again and gained a position just beyond and to one side of the point to which she might slide. The men were greasing the ways or "butter boards" down which she was to glide on her side to the element for which she had been re-created. Very appropriately the "Commodore Perry," belonging to the State Fishery Commission, stood ready to assist by gentle pulling at a huge line the other end of which was passed about the brig.

PERRY'S VICTORY CENTENNIAL SOUVENIR

One by one the men removed the props from the "Niagara's" starboard side until she seemed without support. We watched, and suddenly, following a signal from the "Commodore Perry," the two lines that held her were cut. She started and swiftly and gracefully glided down like a thing alive. There were shouts; whistles began to blow; and then, suddenly, the brig stopped when half way down and not much more than twenty feet from the shore. Here she stood erect, as proud as ever, but grounded in shallow water.

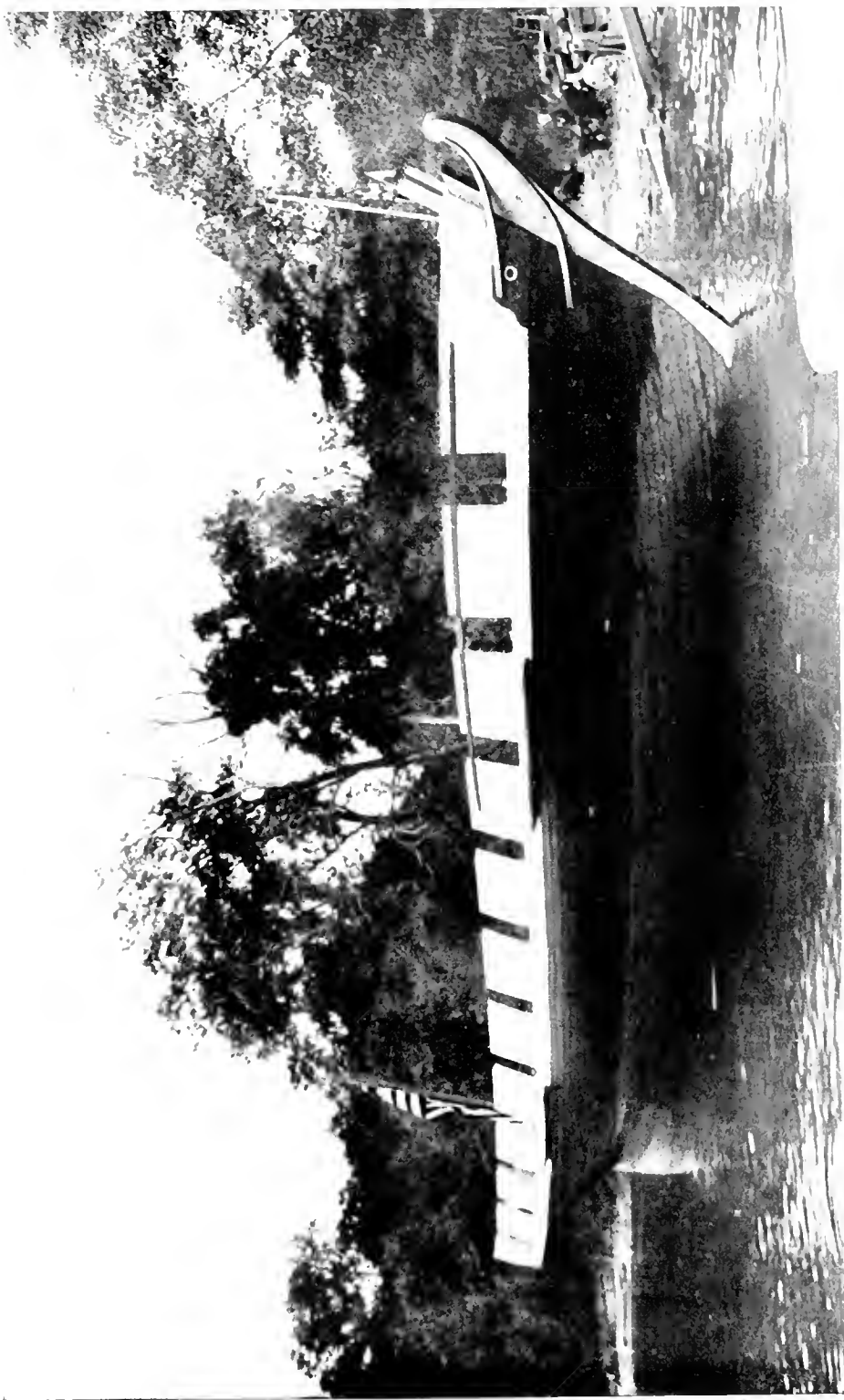
For the moment great disappointment was felt. But was not the "Niagara" simply again making history and finally establishing



THE "NIAGARA" STRIKING THE WATER AT HER LAUNCHING, JUNE 7, 1913

her identity? Did not Perry have trouble in getting her over the bar in 1813? And in the battle, did she not hold back at first, and at the critical moment sweep forward and win? Assuredly it was the same old "Niagara," with a will and a way of her own.

In vain, therefore, with ends of the broken line mended, did the "Commodore Perry" tug and strain to get her off. The hawser parted again. Another light-draft tug was brought out and two lines hitched to the "Niagara;" but with two tugs straining at her the "Niagara" still seemed to keep her proud position. And so it was until late afternoon. As a matter of fact, however, inch by inch she moved eight feet into deeper water.



JUST AFTER THE LAUNCHING, STARBOARD SIDE OF THE "NIAGARA"—"SHE STOOD ERECT, AS PROUD AS EVER"

The "Niagara," Keelsake-Perry's Victory Centennial Souvenir Series.
Copyright, 1914, by The Journal of American History.



THE "COMMODORE PERRY" TRYING TO GET THE "NIAGARA" OFF

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History

THE NIAGARA KEEPSAKE

At thirty-six minutes after ten, A. M., the "Niagara" half launched herself; and at twenty minutes after six, P. M., she suddenly started again, lightly and nonchalantly finishing her journey into deep water—as if the entire affair had been a pleasant joke.

Meantime, in the morning, finding that the "Niagara" might not be brought off at once, the launching exercises were carried through. We stood on the shore of Misery Bay, at the edge of the green woods, on the spot the "Niagara" had shortly before vacated. The band played patriotic airs. General Sisson delivered a very fitting opening address. Miss Sarah Reed, Regent of Presque Isle Chapter of the Daughters of the American Revolution, spoke eloquently for the Daughters, presenting a portrait of Commodore Perry for the cabin of the "Niagara." Mr. Wilson Root Bushnell sang "Don't Give Up the Ship," written by the Editor of THE JOURNAL OF AMERICAN HISTORY. Lieutenant-Governor Burchard of Rhode Island followed with a short but inspired address; after which Mr. Shreve, Congressman and Perry Commissioner, delivered an address of great historical interest.

These papers are not dwelt upon here, but are given in full in the pages immediately following. It will be seen that the spirit running through them is one of dedication and consecration, at this time when we recall our heroes, many of whom died for us, while all offered themselves for the sacrifice should Providence so ordain.

With such memories, and with such thoughts stirring those who have had to do with the raised and renewed vessel, the grand old "Niagara" goes forth to greet the children's children of those who fought, and those who died, upon her stalwart deck. May she tell us all a story of the seriousness of the life we are in, and make us great of heart.

The final launching of the "Niagara" in the evening was not without dramatic beauty. Not many of those present in the morning witnessed it. I was at the time in attendance upon a meeting of the Pennsylvania Commissioners, in General Sisson's office, where some details connected with the present book were decided. Afterwards I accompanied General Sisson to the Reed House where he was to meet Governor Burchard. I went up to my room and looked out through one of its north windows, over the roofs of Erie, over Erie Harbor, and over Misery Bay to its far shore, where I had been able daily to see the light-colored bulwarks and dark hull of the "Niagara" against the woods. I did not see them now. She was gone!

PERRY'S VICTORY CENTENNIAL SOUVENIR

I hastened down and informed General Sisson that I believed they had brought her off. I shall never forget the bright smile of relief that lit his face; and when I offered to go out and make certain, I am sure he could have blessed me. I had not far to go. The "Niagara" had just completed her launching and had been brought in. I carried the welcome tidings to General Sisson and Governor Burchard, and we felt that the day was like the golden sunshine in which it set.

The relief shown by General Sisson gave me a glimpse of the burden he had been carrying. A remark he had made a night or two before came back to me—that the raising and rebuilding of the "Niagara" was almost as serious as the battle of Lake Erie. They at least have this in common—both have turned out to be great victories. We all,—the State of Pennsylvania and the whole country,—owe a debt of gratitude to General Sisson, and I feel sure we shall find some way to pay it.

I learn from eye-witnesses that when the "Niagara" completed her journey down the ways, at 6:20 P. M., she glided into deep water like a spirit, and slowly performed several complete revolutions, as if bowing to the shore she had left, and saluting the entire country, as well as her late enemy, Canada to the north. A few moments later the "Commodore Perry" was gently leading her toward the Public Landing of Erie. Such pleasure craft as were on the scene saluted her with their whistles, but they were not many. The band that had gone over to escort her in the morning had long since disappeared.

But at this moment James Cavanaugh found a piccolo in one of the little boats, and at once sent the bars of "The Star-Spangled Banner" out over the bay; and to this simple eloquent strain the "Niagara" rode in to her mooring.

So may it be throughout the summer, and throughout all her years. Full bands will salute her. She deserves it. But amid all this, may we not forget. On the sweet notes of the piccolo may the "Niagara" send the music of the Star-Spangled Banner deep down into our hearts.

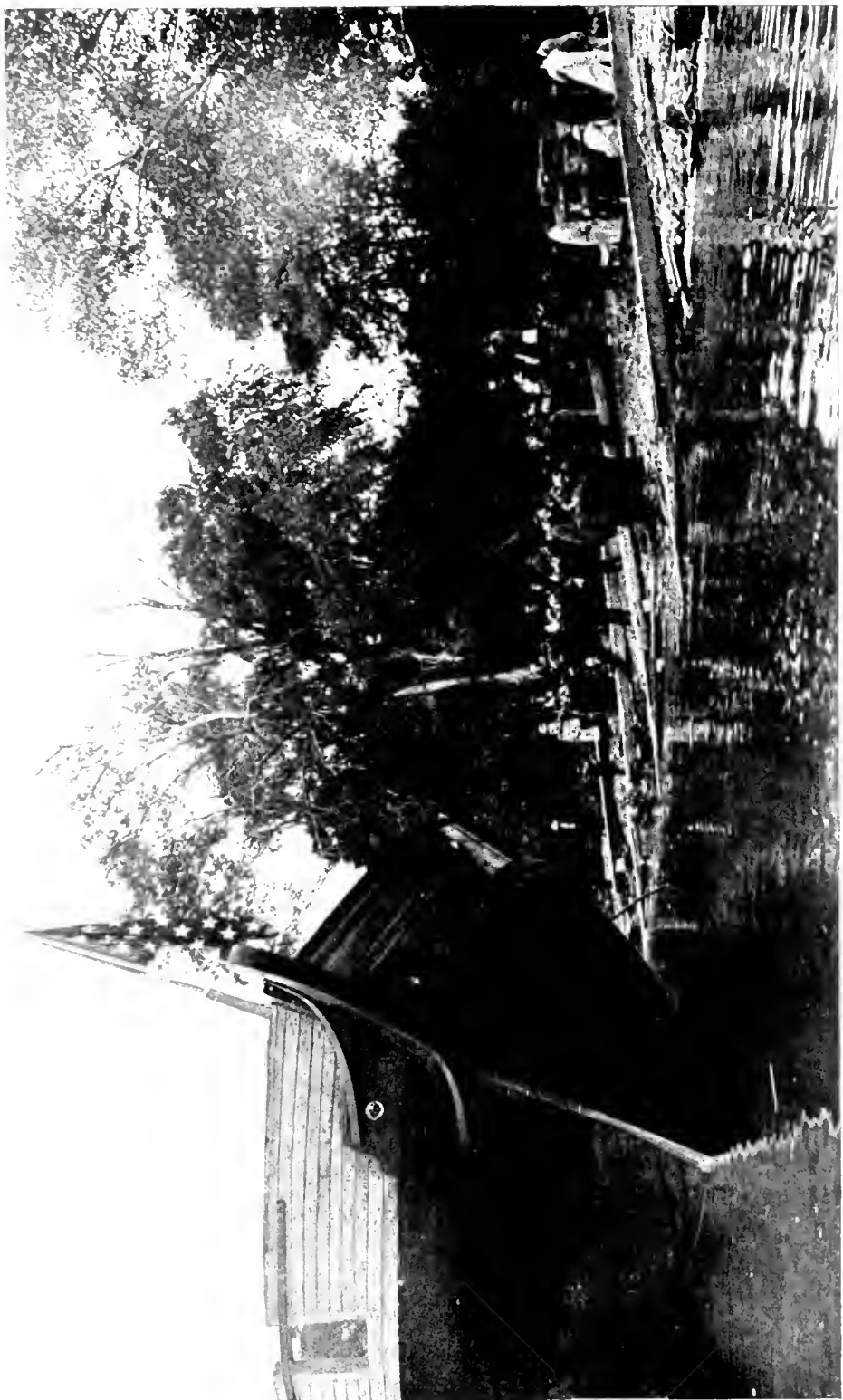


WOOD FROM THE "LAWRENCE," HELD BY THE BUFFALO HISTORICAL SOCIETY




BENJAMIN FLEMING, SAILOR ABOARD THE "NAGARA" IN THE BATTLE OF LAKE ERIE, WHO LIVED IN 1870, AGED 96, LAST SURVIVOR OF THE FLEET LIVING AT ERIE

The "Nuremberg" episode (Penny-Victor conference) is a direct
 offshoot of the 1945-46 "Four Great Nations" Conference.



EXERCISES AT THE LAUNCHING, JUNE 7, 1913, ON THE SPOT JUST VACATED BY THE "NIAGARA"

The "Niagara" Keelsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1914, by The Journal of American History



The "Niagara" in the Battle of Lake Erie

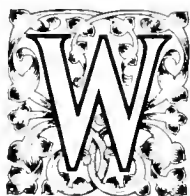
When the Enemy Was Exultant and Thought He Had
Won the Battle, Commodore Perry Transferred His
Flag to the "Niagara," and in from Fifteen to
Eighteen Minutes, Made the Stars and Stripes Com-
pletely Victorious

BY

HONORABLE A. E. SISSON

President of the Board of the Perry's Victory Centennial Commissioners for the State of Pennsylvania
Treasurer-General of the Inter-State Board, and late Auditor-General of the State of Pennsylvania

[At the launching of the "Niagara," June 7, 1913]



WE have re-launched Commodore Perry's Old Flag-Ship, the "Niagara," and Daughters of the American Revolution and members of the Society of the War of 1812 are here to welcome the Brig as it returns to these northern waters in the process of being restored to its former condition. It was built here one hundred years ago with five others of the nine ships composing Commodore Perry's fleet—the "Lawrence," "Niagara," "Ariel," "Scorpion," "Tigress," and "Porcupine." The first three were built at Cascade Run, near the Pittsburg Docks, and the latter three at Lee's Run, just above the old Gas House. They carried forty-eight of the fifty-four guns of Perry's fleet.

This fleet was built for a purpose. Its errand was to defeat and drive from these waters the British fleet under Commodore Barclay and regain dominion and control thereof for the United States. How well it performed that errand has been history for a century. The fleet left Erie on August 12, 1813, in search of the enemy, and in one month from that time it returned to Erie with its errand fulfilled.

My purpose is to have you glance hastily with me at Commodore Perry and the "Niagara" at the end of the battle in which they took such a conspicuous part. It was fought, you will remember, near Put-in-Bay, where a memorial is in process of construction, on Sep-

tember 10, 1813, beginning at fifteen minutes before noon of that day. The presence of the "Niagara," now here before our eyes, tends to increase our interest in the exact part this historic vessel took in the battle.

Before 3:00 o'clock, P. M., the "Lawrence," the sister ship of the "Niagara," which had, with Commodore Perry in command, borne the brunt of the battle up to that time and withstood the concentrated fire of the whole British fleet, was disabled—eighty-three of the one hundred and three men on board were killed or wounded; the deck was slippery with blood, which ran down the sides of the ship; the wounded and the dead lay thickly strewn everywhere around; every gun in the ship's battery, on the enemy's side, was dismounted; every brace line had been shot away, and the vessel had become unmanageable. Commodore Perry then transferred his flag to the "Niagara," reaching her deck at fifteen minutes before 3:00 o'clock. At that time the enemy was exultant and thought he had the battle won.

In from fifteen to eighteen minutes from that time, Commodore Perry had, with the "Niagara," cut the British line—passing between the "Lady Prevost" and the "Chippewa," on his left, and the "Detroit" and "Queen Charlotte" on his right. He raked the "Lady Prevost," at half pistol shot, with his port broadside, and poured his full starboard broadside on the "Detroit" and "Queen Charlotte." The carnage on board all of the British ships was terrific.

Barclay was wounded. The Commander of the "Queen Charlotte" was killed, and the second officer in rank was wounded. The survivors of the "Lady Prevost" had fled below, leaving on deck the Commander, who had received a severe wound in the head. The "Detroit" was practically dismantled. The "Queen Charlotte" was the first to surrender, and the "Detroit" and "Lady Prevost" quickly followed. The "Chippewa" and the "Hunter" tried to escape, but were overhauled and brought back. Thus, within eighteen minutes from the time her new commander reached her deck, this ship turned defeat into victory and won one of the most conspicuous victories in the naval history of the world; and the Nations, there contributing, since that battle was fought have been blessed with one hundred years of peace between them.



GENERAL STINSON DELIVERING THE OPENING ADDRESS AT THE LAUNCHING OF THE "TACITUS"



MISS SARAH REED, DELIVERING HER ADDRESS AT THE LAUNCHING OF THE "NIAGARA"

The "Niagara." Key-plate—Perry's Victory Centennial Souvenir Series.
Copyright, 1914, by The Journal of American History.



The War of 1812 the Grand Finale of the Revolutionary War

The Patriotic Daughters of the American Revolution Hold
in Reverent Memory the Names and Deeds of the Men
Who Won the Priceless Heritage of Freedom Which Forms
the Foundation Stone of Our Great Republic

BY

SARAH A. REED

Regent of Presque Isle Chapter of the Daughters of the American Revolution, of Erie, Pennsylvania

[Address at the launching of the old war-brig, "Niagara," June 7, 1913, accompanying the presentation by the "Daughters" of Presque Isle Chapter of a Portrait of Commodore Perry to be hung in the cabin of the "Niagara"]

IT has been in years past, and will always be, the special mission of "The Daughters of the American Revolution" to hold in reverent memory the names and deeds of the men who won for themselves and for us, their descendants, that priceless heritage of freedom which forms the foundation stone of our great Republic. No intelligent student of history regards the war, commonly spoken of as "The War of 1812," other than as the grand final of the "Revolutionary War;" for not until "The Treaty of Ghent" was signed, in 1814, did England really relinquish her claim upon the colonies, and not till then was our Republic left free to carve out for herself the great destiny that in a little over a century has placed the United States of America among the world's great and influential nations.

So we feel that we have a right to claim Oliver Hazard Perry as one of the heroes of that great struggle that brought constitutional liberty to the whole Anglo-Saxon race. And this old battle-ship, that has risen from her century of repose beneath the waters of Presque Isle Bay, has a mission to perform. She is to go up and down the chain of Great Lakes and remind a new generation of the price paid by our forefathers for the freedom we enjoy to-day.

PERRY'S VICTORY CENTENNIAL SOUVENIR

She will help to make Commodore Perry and his brave seamen seem real actors in the great drama of the building of our nation. So we welcome the battleship "Niagara" back to the waters through which she rode to victory in 1813, and honor the staunch old timers that helped to make the British lion bow to the American eagle.

We, daughters of the American Revolution, wish to thank the men who have helped this old ship to renew her youth; and as her brave Commander can not come back in person to walk her rejuvenated decks and guide her back to the scene of her victory, we have come to beg the privilege of placing his portrait on the ship that shares, with him, the immortal honor, not only of winning a great Naval victory, but of helping, by that victory, to bring on an era of peace with the Mother country, so that we can celebrate the close of a century of harmony and good will with our brothers across the sea, and join hands with them in that great world-wide movement that is striving to hasten on the blessed day when war shall cease in all the world.



A PIECE OF WOOD FROM THE "LAWRENCE," PRESERVED BY THE BUFFALO HISTORICAL SOCIETY

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



OLIVER H. PERRY

THE VICTOR OF LAKE ERIE, FROM A PORTRAIT, AFTER JARVIS, FRAMED IN WOOD FROM THE
"LAWRENCE," IN THE RHODE ISLAND HISTORICAL SOCIETY

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



JAMES LAWRENCE ESQ^R

Late of the United States Navy

Engraved for the Analytic Magazine

Entered according to Act of Congress

THE HERO OF THE "CHESAPEAKE," WHO GAVE HIS NAME TO ONE OF PERRY'S BRIGS AND
HIS DYING WORDS TO PERRY'S FIGHTING FLAG

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

“Don’t Give Up the Ship!”

The Perry’s Victory Centennial Song

BY

The Editor of The Journal of American History

[Sung by Wilson Root Bushnell, baritone, at the launching of the “Niagara,” June 7, 1913, and by the Erie, Pennsylvania, High School Chorus, six hundred voices, led by Dr. Charles G. Woolsey, before the grandstand on “Mothers’ and Children’s Day,” at Erie, July 8, 1913]

I

Heirs of the heroes, stout of heart and hip,
Gird us to stand, the realm they won to hold,
God of the Sweet Land, with the brave and bold
Lawrence and Perry, shouting, “Don’t give up the ship!”

II

Heirs of the strong men, great of soul and grip,
Gird us to stand, the freedom wrought to hold,
God of the Sweet Land, with the brave and bold
Lawrence and Perry, shouting, “Don’t give up the ship!”

III

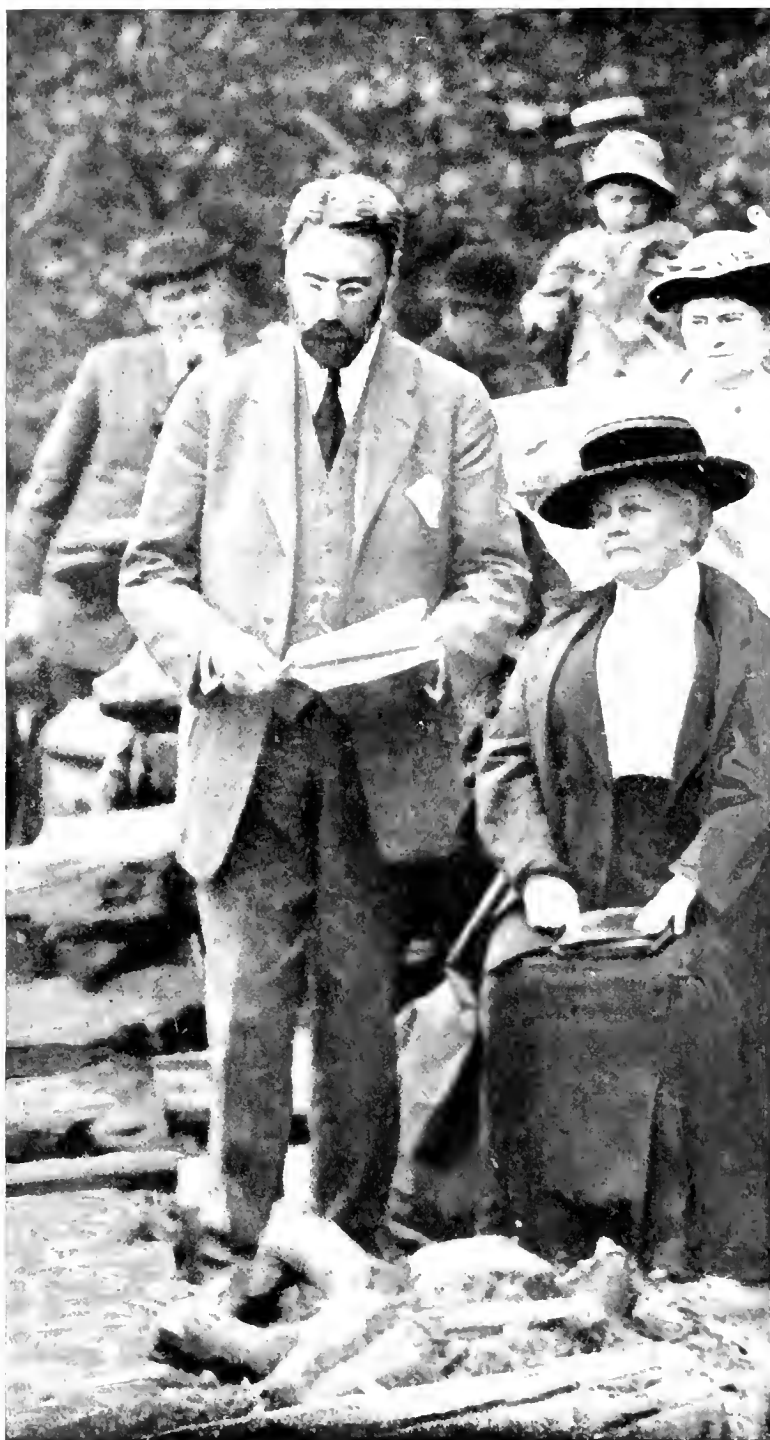
Heirs of the sweet dames, pure in faith and lip,
Gird us to stand, the love they gave to hold,
God of the Sweet Land, with the brave and bold
Lawrence and Perry, shouting, “Don’t give up the ship!”

IV

Heirs of the Fair Flag, Stripes and Starry Dip,
Gird us to stand, its glory stainless hold,
God of the Sweet Land, with the brave and bold
Lawrence and Perry, shouting, “Don’t give up the ship!”

CHORUS

Faith of the fathers, shall we let thee slip?—
Land of the glory of the Starry Dip!
Love less the Sweet Land of the Fair Flag? Never!
Till death from life the immortal echo sever,
Rolled from dying Lawrence into living Perry’s lip,
“Don’t give up the ship!”
By God’s strong Heart, we trust in ever,
Never! Never!
We won’t give up the ship!



LIEUTENANT-GOVERNOR BURCHARD DELIVERING HIS ADDRESS AT THE
LAUNCHING OF THE "NIAGARA"

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



Significance of the Raising and Rebuilding of the "Niagara"

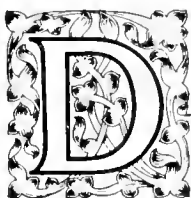
On the Sea and on the Lakes, Marking the Eastern and Western Confines of the Colonies, Reconsecrated and Rededicated as Shrines of Patriotism, Shall Float Upon the Peaceful Waters by the Shores that They Defended, the Invincible Old "Constitution" and the Redoubtable "Niagara"

BY

HONORABLE ROSWELL B. BURCHARD

Lieutenant-Governor of the State of Rhode Island

[At the Launching of the risen, battle-scarred veteran of the War of 1812, the old "Niagara," June 7, 1913]



DAUGHTERS of the American Revolution, Members of the Commission, and patriotic friends here assembled:—Now that this famous battleship, rebuilt and rejuvenated, is ready to be launched again into the embrace of her native and familiar waters, we have gathered to show our appreciation of this revered relic of heroic days and to do homage to the men who built her and drove her, through a baptism of fire and blood, to victory and to glory.

Rhode Island, the State of Perry's nativity, and whose soil enshrines his venerated dust, gladly participates in this tribute to the memory of her distinguished son and of your forefathers who followed him into the fight.

It is hard to realize that when this ship was built here, a hundred years ago, your now great and prosperous city was a lakeside settlement of less than five hundred people, and that they comprised half the dwellers on this side of the lake. It is harder still to appreciate that the destinies of our nation hung upon the fate of these little vessels, no larger than the yachts that only half a century later were raced across the ocean for sport.

The practical lesson taught by Perry's victory,—the same that

was taught again at Santiago,—is that preparedness, backed by valor, leads to victory; and that one is impotent without the other.

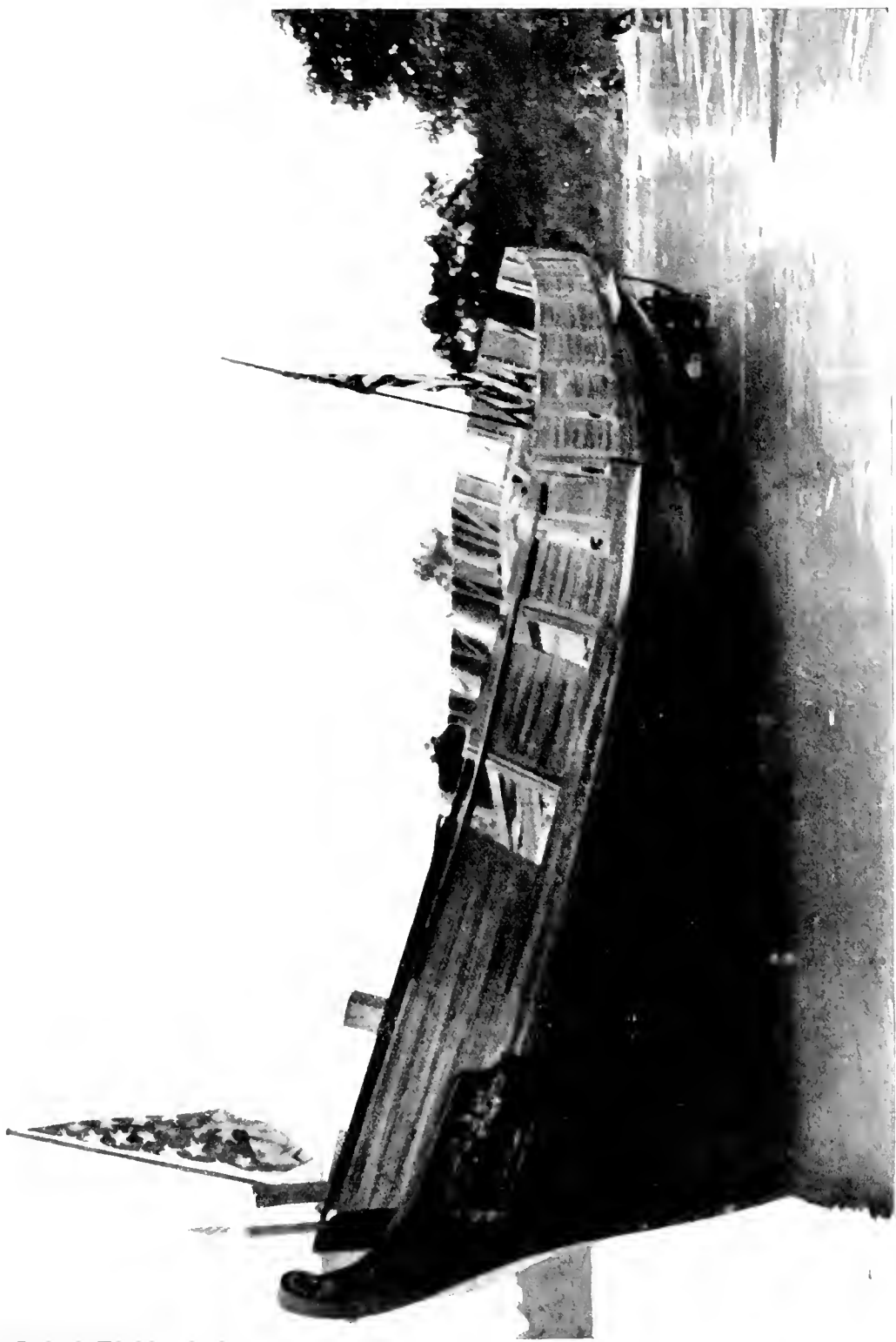
Let no one imagine, as I think many of us have done, that the little ships of Perry's fleet were makeshifts, crudely framed and knocked together by the woodmen of Lake Erie. The highest skill entered into their design and construction, and the people of this community, your progenitors, led by Captain Daniel Dobbins, share with Perry in the credit due for the heroic effort to build a fleet of defenders whose exploit was destined to place the names of the "Lawrence" and the "Niagara," along with the "Bonne Homme Richard," the "Constitution," and the "Chesapeake," among the watchwords of American Patriotism.

To the performance of this task your people of Presque Isle brought the highest naval skill from the East. The best was what they wanted and what they obtained. The foremost ship designer and builder of his time at New York, Henry Eckford, designed these vessels, and Noah Brown of New York, one of the ablest master shipwrights in the country, came to superintend the work; and the graceful modelling and skilful construction of this vessel [pointing to the "Niagara"] show the guiding of the master hand.

To assist in the building and rigging of the fleet, ship carpenters, one hundred and fifty of them, I understand, were brought from New York, and block and sail-makers and riggers came from Philadelphia. And this vessel, as she stands upon her native shore this morning, reveals the form of a graceful, little clipper-ship, properly fashioned for the navigation of these waters and for the work she was destined to perform; her topsides cumbered, of course, with bulwarks and ports for the purpose of combat,—but, nevertheless, a vessel built like a ship and modelled like a yacht.

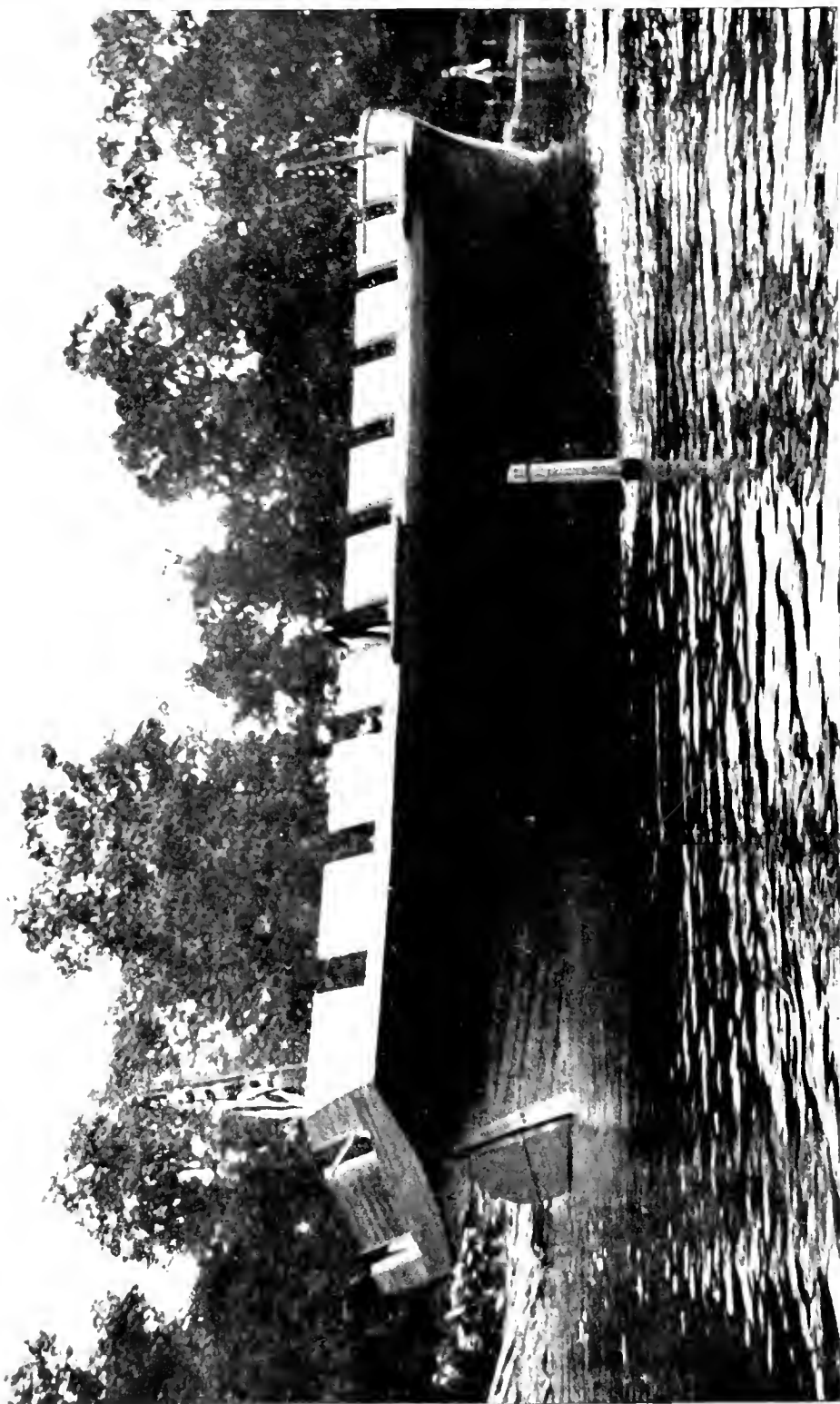
It is a matter of lasting pride to the people of the State that I have the honor to represent here to-day, that, besides Perry, she sent to your assistance over one hundred and fifty sailormen from Narragansett Bay; and your native pioneers, men of hardihood and courage, with this alliance and the aid of the sharpshooters from Ohio and Kentucky, gave into the command of Perry a force which his masterful discipline and inspiring leadership quickly moulded into a little navy ready to face any odds or to meet any fate.

An event is made momentous not so much by the magnitude of armaments as by the fortitude and the valor of men; and an admiring and grateful nation, during the anniversary upon which you are entering, will render due homage to the men of Presque Isle who



JUST AFTER THE LAUNCHING—PORT SIDE OF THE "NIAGARA" FROM THE SHORE

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



JUST AFTER THE LAUNCHING STARBOW SIDE OF THE "NIAGARA," LOOKING FORWARD

The "Niagara" Keel-lake—Perry's Victory Centennial Sloop Series.
Copyright, 1913, by The Journal of American History.

THE NIAGARA KEEPSAKE

converted their forest trees into a navy, and a band of volunteer sea men and riflemen into naval heroes, who met and conquered a superior fleet led by a commander trained in the art of war under Nelson, a veteran of Trafalgar Bay, and who, for the first time in history, wrought the annihilation of an English fleet.

The thunder of Perry's cannon proclaimed upon your inland seas the Rhode Island watchword, "Hope." In the hour of dire despondency, when Winchester had surrendered and the army of the northwest had been rent asunder, when the savage and merciless foe were at your doors, and when the gloom of defeat hung like a pall over the land, it was the flame flashing from these bulwarks that rekindled the fires of National glory, revived the languishing spirit of 1776 in the breasts of men, and turned the shame of Detroit and Mackinac into the triumphs of the Thames, Niagara, and Laundy's Lane. The invading army was annihilated, the infamous Proctor put to flight, the warrior Tecumtha slain, and British control over the Indian allies forever broken.

Gentlemen of the Perry Centennial Commission, you have done well in restoring this memorable relic of the prowess of your forefathers. Our grateful appreciation is due especially to your President, General Sisson, who ardently has pushed the well-conceived idea to success, and to Captain Morrison of the Pennsylvania Naval Reserves, who so ably has carried out this labor of sentiment and devotion.

On the sea and on the lakes, marking the eastern and western confines of the colonies, reconstructed and rededicated as shrines of patriotism, shall float upon the peaceful waters by the shores that they defended, the invincible old "Constitution" and the redoubtable "Niagara." Youthful feet shall tread their decks and youthful eyes shall kindle at the recollection of Lawrence's message and of Homes' verse.

These precious relics, lovingly preserved by a grateful posterity, will carry down a message from the patriotic fathers to succeeding generations,—the message heard at Monterey and Buena Vista, at Sumpter and Antietam, at Santiago and Manila Bay,—that American valor is ever equal to cope with impending peril, against odds however appalling, when humanity or the love of country calls patriots to arms.

[Note by the Editor of THE JOURNAL OF AMERICAN HISTORY.]

Governor Burchard's beautiful words, linking together the two old war veterans, the "Constitution" and the "Niagara," recall

PERRY'S VICTORY CENTENNIAL SOUVENIR

Lincoln's immortal utterance on the field of Gettysburg, and remind us that we, the living expression of the patriotism which these old vessels symbolize, must everywhere, throughout the Nation, reconsecrate and rededicate ourselves, at these shrines, to carry on the great work bequeathed to us by our fathers, in the spirit in which they began it.

A bit of history is interesting in this connection. Governor Burchard arrived at Erie on June 6, the day before the launching of the "Niagara," and sent a telegram, a copy of which follows:

"Erie, Pa., June 6, 1913.

"To the Secretary of the Navy,

"Washington, D. C.

"I respectfully suggest that instructions be wired to the Charlestown Navy Yard that the old Constitution dress ship to-morrow in honor of the launching of Perry's Niagara.

"R. B. BURCHARD."

To the above Governor Burchard received the following reply from the Secretary of the Navy:

"Washington, D. C., June 7, 1913.

"Hon. R. B. Burchard,

"Reed House, Erie, Pa.

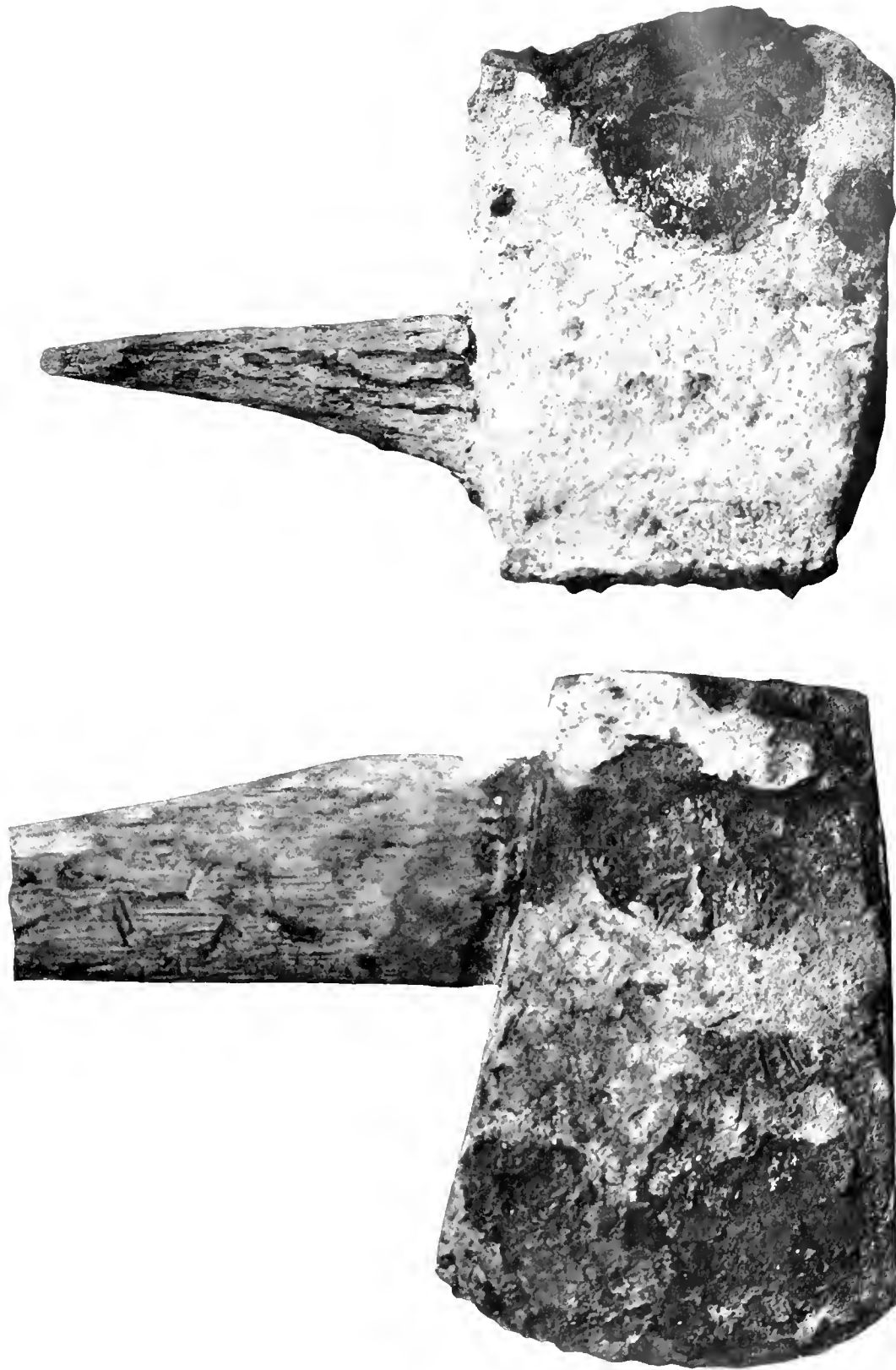
"Replying to telegram regret Constitution is out of commission and personnel not available to commission, in which status vessel must be to permit dressing ship.

"DANIELS."



THE LITTLE SILVER SNUFF-BOX CARRIED IN
PERRY'S WAISTCOAT POCKET AND AFTER-
WARDS GIVEN TO HIS COUSIN, DEBORAH
PERRY, WHOSE GRANDDAUGHTER, MRS.
SKINNER, OF ERIE, NOW OWNS IT

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



TWO AN-HEADS THAT SPENT EIGHTY YEARS AT THE BOTTOM OF MISERY BAY IN THE HOLD OF THE "NIAGARA"

The "Niagara" Keepsake—Ferry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



CAPTAIN DANIEL DOBBINS, THE HERO OF ERIE, PENNSYLVANIA, WHO FORGED THE SWORD
WITH WHICH PERRY SWEPT THE BRITISH FROM THE LAKES

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series
Copyright, 1913, 15. The Journal of American History



The Issues at Stake in the Battle of Lake Erie

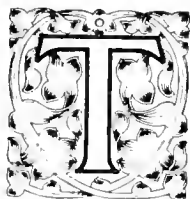
The Men Who Built and Fought the Fleet and the Importance of Their Victory & The Aims of Great Britain Revealed in the Negotiations Connected With the Treaty of Ghent

BY

HONORABLE MILTON W. SHREVE

Member of the Board of Perry's Victory Centennial Commissioners for the State of Pennsylvania, member of the Executive Committee of the Inter-State Board, and Member of Congress from the Erie District of Pennsylvania

[At the launching of the "Niagara," June 7, 1913]



THE impressment of our seamen by Great Britain, her disregard of neutral rights and unwarrantable seizure of our merchant marine, so inflamed the public mind that on June 18, 1812, the Congress of the United States declared war against the United Kingdom of Great Britain and Ireland. This famous ship, now being launched for the second time, played an important part in that war.

The first nine months of war had witnessed the fall of Detroit, the evacuation of Fort Dearborn, and the massacre of the River Raisin. In fact the events of the war up to the early part of 1813 had been particularly disastrous, and the settlers of the frontier were left practically defenseless from the savage outrages of the Indians.

This impressive ceremony recalls two characters that stand out pre-eminently in the history of this historic ship—Captain Daniel Dobbins, who first apprised the National Government of the situation on the Great Lakes in the summer of 1812; and Commodore Perry, who won the splendid victory in the Battle of Lake Erie, September 10, 1813.

Captain Dobbins, a resident of Erie, then a hamlet of four or five hundred, with the schooner "Salina," was lying in the harbor at Mackinac during the summer of 1812, when that post was captured by the British. His schooner fell into the hands of the enemy and

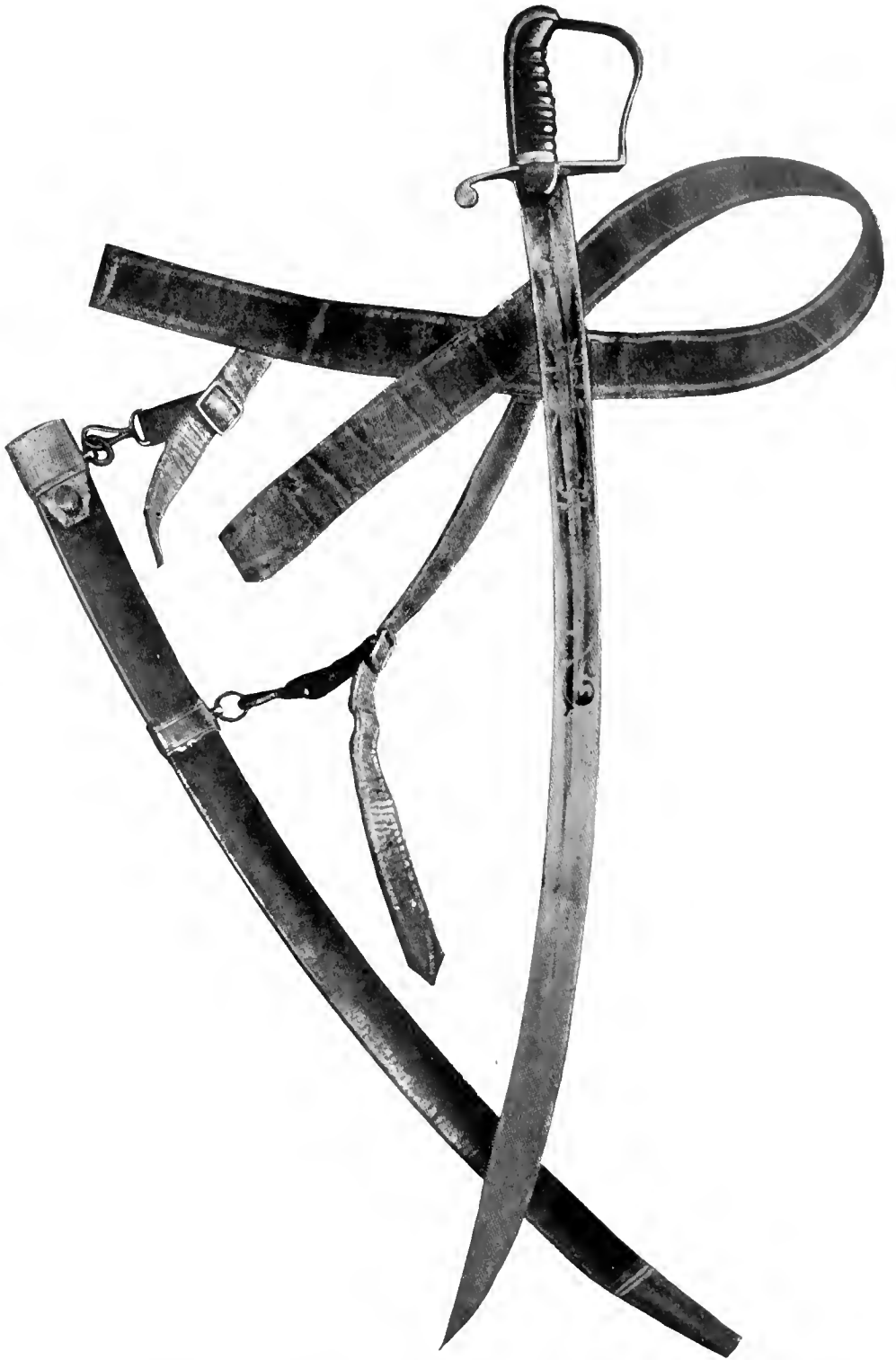
it was with difficulty that he made his way back to Erie. On his return he immediately reported to General Mead, and was at once dispatched to Washington, where President Madison was so taken with his appearance that he called a meeting of his Cabinet, before whom Captain Dobbins gave in detail his experience and strongly urged the President and Cabinet to lose no time in fortifying the frontier border on the Great Lakes and to begin the construction of a fleet to meet the advances of the enemy.

Captain Dobbins, as a result of this meeting, was commissioned Sailing-master in the Navy; was given \$2,000, and ordered to return to Erie to begin the construction of a fleet. He immediately sought the services of Noah Brown, one of the most skilful shipbuilders of his time, and together they began building the fleet, the six vessels not being completed for ten months thereafter.

In the spring of 1813, General Proctor, Commander of the British forces, was assembling his army, augmented by several thousand Indians, on the northern shore of Lake Erie, while General Harrison, Commander of the American forces, was camped near Sandusky with a body of men most of whom were Kentuckians. Commodore Barclay was reconstructing his fleet at Malden, and the American fleet was being built in the landlocked harbor of Erie. It was evident that a great battle was soon to take place on Lake Erie, and Commodore Perry, a young man of twenty-six, asked the War Department to be assigned to service on the Great Lakes.

Before making the perilous trip to Erie, in March, 1813, he had been twelve years before the mast as midshipman, lieutenant, captain, and post-commandant, and, just prior to his departure for Erie, had charge of a flotilla of seventeen gunboats in the harbor of Newport. He was fully equipped for the important position assigned him, and impartial historians have given him a place among naval heroes which time cannot destroy.

Oliver Hazard Perry was born on the 23rd of August, 1785, at South Kingston, Rhode Island. The chief characteristics of Oliver's early years were an uncommon share of beauty, a sweetness and gentleness of disposition, and a perfect disregard for danger. At an early age he learned to read under the tuition of his mother, and was removed to a private school for the education of the children of the neighborhood. Afterwards he was sent to Tower Hill, distant four miles from Judge Perry's farm, where Oliver's father continued to reside. He was so proficient in his studies that his father, desiring to secure for his children a better education than South Kingston afforded, established his family at Newport.



PERRY'S CUTLASS AND BELT, SUPPOSEDLY WORN IN THE BATTLE OF LAKE ERIE, GIVEN TO HIS COUSIN, DEBORAH PERRY ROBINSON, AND NOW OWNED BY HER GRANDDAUGHTER, MRS. SKINNER, OF ERIE

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



THE JACKET IN WHICH PERRY FOUGHT THE BATTLE OF LAKE ERIE
From the Original Garment in the Custody of the Rhode Island Historical Society

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History

Here Oliver was placed in the private school of Mr. Frazer, under whose careful and judicious tuition he made rapid progress in all his studies. In Newport Oliver attracted to himself no less attention and good will than among his friends in South Kingston. His modesty and gracefulness of manner won for him many friends, among the number Count Rochambeau, son of the distinguished general of that name, who commanded the French Auxiliary Army during our Revolutionary War. This nobleman, being driven by the terrors of the Revolution from his own country, had established himself in Newport, where his father's previous residence prepared for him many friends.

Newport offered many attractions to persons of refinement; many of the inhabitants were wealthy and highly educated, and the tone of society in which Oliver early mingled was elegant and intellectual. At eleven years of age he was confirmed in the Episcopal faith.

It was Oliver's father's wish that his son should become a naval officer, and his school days, though well improved, were short. At the age of fourteen he left school to become a seaman. His residence in Newport and the occupation of his father brought him much in connection with ships and seamen, and blended with his inclination for a military life a desire to make his home upon the sea. Oliver's name was placed upon the list of midshipmen on board the "General Greene" and in April, 1799, he received his warrant, and order to report for duty.

The young midshipman made several cruises with his father. His health and strength increased with life in the open air. He soon developed great capacity and courage and participated in the action that resulted in the reduction of Jacmel with great credit to himself, receiving for his skilled service the approbation of his father. This was the last active service of the "General Greene." Perry then served as lieutenant in the Tripolitan wars, in the squadron of Commodore Morris, and later with Commodore Rodgers as lieutenant-commander of the United States Schooner, "Revenge," employed to prevent infraction of the Embargo Laws. After he returned to America, at the conclusion of peace with Tripoli, he served in various capacities, proving himself an efficient leader.

The first service upon which the young Commodore was employed after the commencement of war with England was taking charge of a flotilla of gunboats stationed at Newport. This service was not strenuous enough to satisfy Perry's deep desire for action. To the north on the shores of the great chain of island seas there was an

impending conflict. Every indication pointed to the concentration of power on the Great Lakes. Perry was impatient, went to Washington, and asked to be ordered into active service against the enemy. He also wrote Commodore Chauncey and offered his service. Commodore Chauncey, knowing Perry and his worth, asked the War Department to send Perry to Lake Erie, and accordingly, on the 18th day of February, 1813, Perry received his orders to proceed to Sackett's Harbor with the best men of his flotilla. So anxious was Perry to carry out the order that on the very day, before night-fall, he had started his first detachment of fifty men under one of his lieutenants. Two days later another detachment of fifty men followed, and five days later one hundred and fifty men had been dispatched, fully one-third of whom were held on Lake Ontario by Chauncey and never reached Erie.

On February 22nd Perry set out for his command over the mountains and hills and through a trackless forest. It was a severe journey at that season of the year. Perry had with him his little brother, a lad of thirteen, whom he was taking to be a midshipman on his ship. After eleven days' traveling, much of the way through a dreary country where the only evidence of human life was fleeting glimpses of savages as they hovered around the white man's trail, the two brothers reached their destination and reported at Sackett's Harbor.

Sackett's Harbor was a mere hamlet possessing a few houses, and was the official headquarters of the Army of the North. It is said that the principal business of the community was smuggling, and the arrival of the United States officials was looked upon with suspicion and displeasure. The English were in undisputed control of Lake Erie, and at Sackett's Harbor Perry learned that they were preparing plans for extending the Dominion of Canada along the Ohio and Mississippi Rivers to the Gulf, so as permanently to separate the United States from the great undeveloped country to the west.

It was Perry's duty to regain control of Lake Erie, a task that would tax his skill and ability as a naval commander to the utmost. At the time of his arrival at Sackett's Harbor, it was expected that the English would make an attack on the place, so Perry remained two weeks to assist in its defense. The attack did not materialize and on the 16th of March he set out for Erie. On the 24th he arrived at Buffalo, and from there made his way in a sleigh to Erie, arriving on March 27th. Captain Dobbins, who had been in charge of the American naval affairs on the Lake, had, with the assistance

U. S. Sta 4 of Com. Lawrence

4 Dec 24 1813.

Sir

You will immediately take command
of the U. S. Schooner Ohio, and get her over the
bar as soon as possible.

Respectfully

Q. H. Perry

Very truly Yours David Dobbin

N. Y. Aug.

S. S.

You will also look out for two or three
good pilots, and engage them as soon as possible.

PERRY PLACES CAPTAIN DOBBINS IN COMMAND OF THE "OHIO" AND INSTRUCTS HIM TO
LOOK OUT FOR PILOTS

Facsimile of the Original in the Custody of the Buffalo Historical Society

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

Buffalo July 21st 1873

I am glad to hear that you have been able to find some of the
the specimens were destroyed for the purpose of making this history
known. You mention your arrival at Buffalo, on a canoe collected
in conjunction with the other boats in a return to the shore. This
concerning to the story; for the transportation of the great, very, how-
ever, I am glad to hear that the boats to be collected
in Buffalo Creek; Great portions of the history in your way
to be present being interrupted by the evening, I should say after
of the harbor. I will send an express to Chicago, and the
history will be sent to your information.

David Dobbin

History, master

W. L. Lacy

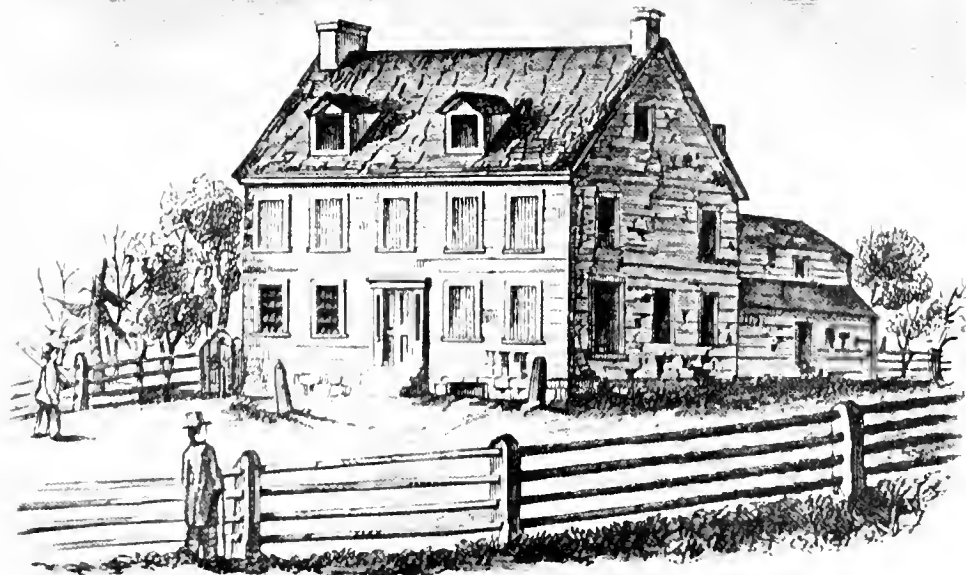
Very respectfully

Your friend

W. H. Perry

THE NIAGARA KEEPSAKE

of Noah Brown, laid down several vessels which were now nearly completed. Maclay, the historian, tells us that the two brigs, "Niagara" and the "Lawrence," were constructed at the time Perry arrived; that they were being built with white and black oak and chestnut frames, the outside planking being of oak, while the decks were of pine; that many trees found their places in these vessels the same day they were felled in the forest; that the brigs were 110 feet over all, and had a 29-foot beam; that the "Lawrence"



PERRY'S HEADQUARTERS IN ERIE WHILE THE FLEET WAS BUILDING. THE OLD GEORGE BUEHLER HOUSE, KEPT BY THOMAS REES, JR., AT THE CORNER OF THIRD AND FRENCH STREETS.

was so named by order of the Secretary of the Navy; and that two gunboats, nearly planked, were at the mouth of Lee's Run, while work on the schooner "Scorpion" was just begun. McKenzie writes: "In the evening of the twenty-seventh Perry reached Erie, and immediately called around him the persons engaged in building and equipping the squadron. These were Mr. Noah Brown of New York, the master shipwright, and Sailing-master Dobbins, who was a resident of Erie, and who superintended the construction by direction of Commodore Chauncey."

PERRY'S VICTORY CENTENNIAL SOUVENIR

I am satisfied that much of the preliminary work of constructing the fleet had been accomplished under Captain Dobbins, and I do not find that Perry ever claimed credit for the planning, designing, and constructing the ships here referred to. Captain Dobbins, to my mind, has never received full credit for the distinguished service he rendered his country during that period.

At the time Perry arrived, satisfactory progress had been made in the construction of the ships, and it was practically to their equipment that Perry turned his attention. Perry at once sent Captain Dobbins to Buffalo, and went himself to Pittsburgh in search of needed supplies.

Captain Dobbins was with Perry when he returned from his expedition against Fort George, bringing with him the five vessels which had been blockaded by the British in the Niagara River. He was also with Perry during the engagement of September 10th, 1813, although not upon the actual scene of battle while the conflict was in progress. Sailing-master Dobbins, as he was then called, was in charge of the "Ohio," a boat used in supplying the wants of the Navy, and at the time of the battle was returning from his second trip to Erie for supplies, and it was in consequence of being a few miles away from the scene of the conflict that he has been lost sight of by the historians. Nevertheless no element in the campaign was more essential than this supplying of the munitions of war.

I will not attempt to follow Perry through the various vicissitudes incident to equipping the fleet and securing men and material to man his ships. Neither will I attempt to describe the celebrated battle so familiar to every school boy, a battle that brought great fame to him who won it. It was the first time a whole British fleet had been taken in open conflict. Perry was applauded throughout the land. He became a national hero, and so remains to this day. The enthusiasm and excitement when the news was received at Newport, his home and where his family resided, knew no bounds, and all were anxious for his return, but it was not until November that he reached Newport. His triumphant march home was a continuous ovation, the people seeking every opportunity to honor him. Every town from Boston to Savannah praised him. The Legislatures of the various states, including Pennsylvania, passed commendatory resolutions; Pennsylvania also voted a gold medal, but it was not completed until after the death of the Commodore, and was given to his wife on the 29th day of November, 1819, by Col. U. N. Irvine, who was intrusted to perform that duty. Medals of every kind were

7
 Guns } Underway to get
 Rear of the } Form the order of Sailing Ahead
 Port of the } Form the order of Sailing Abreast
 Port of the } Form the Line of Battle on the Starboard Tack
 Port of the } Form the Line of Battle on the Larboard Tack
 Port of the } Close more the present Order
 Port of the } Open more the present Order
 Port of the } Tacks
 Port of the } Follow the motions of the Commodore
 Ensign at } Engage the Enemy
 the top
 While at } Chase
 the top
 with a flag
 in the middle
 Ensign in } Repair on board the Comd. all Command
 the top

Order of Sailing Abreast
 Catharine 11 11 Ohio ☐
 Calcutta 11 11 Calcutta ☐
 Contractor

Order of Sailing Ahead

Contractor ☐
 Ohio ☐
 Calcutta ☐
 Catharine ☐

O. H. Perry

COMMODORE PERRY'S ORDERS OF SAILING AND BATTLE IN BRINGING THE FIVE VESSELS FROM
 BLACK ROCK TO ERIE
 Facsimile of the Original in the Custody of the Buffalo Historical Society

To property other than public; or passengers
to be on board of any the vessels under
my command.

Buffalo, June 12th 1819. O. H. Perry.

Having been ordered by the Commodore
to be on board of the vessel will be at that time
on board of the vessel.

and
in the event of the vessel being
ordered to be on board of the vessel
the vessel will be on board of the vessel.

Ordered by the Commodore
to be on board of the vessel
in the event of the vessel
being ordered to be on board of the vessel.

voted Perry. New York City gave him the freedom of the city in a gold box, on the cover of which was a view of the battle he had so bravely fought and won. Boston gave him a silver service, and his home town gave him a silver vase surmounted with emblematic figures. On one side was engraved a view of the battle, where Perry was passing from the "Lawrence" to the "Niagara."

No conquering hero ever returned with greater honor than did Commodore Perry. During the remaining years of his life he continued to uphold the reputation he had won.

While on a diplomatic mission to South America, on the evening of August 23, 1819, his thirty-second birthday, he died at Trinidad of yellow fever. At five o'clock on the afternoon of the following day the body of the dead Commander was laid to rest with military honors amid a large concourse of people, all joining with the American seamen in their sorrow in the great loss the nation had sustained. Seven years later the American Government sent a ship of war for the honored remains of Perry, and on the early morning of the 27th of November, 1826, the vessel entered the harbor of Newport with its sacred burden. A few days later the body was buried in the cemetery at Newport with imposing ceremony, where the State of Rhode Island has erected a monument befitting his memory.

Dr. Usher Parsons, a resident of Providence who was surgeon on the "Lawrence," said of Perry: "His literary acquirements were respectable, his taste refined; he united the graces of a manly beauty to a lion heart, a sound mind, a safe judgement and a firmness of purpose which nothing could shake."

The first memorial to the memory of Perry and his brave men was erected in 1862 by popular subscription by the people of Cleveland. The inauguration was one of the events of that period. The ceremony was inspiring and bequeathed to posterity a rich heritage relating to the events of the Battle of Lake Erie. Many distinguished Americans who were with Perry participated in that event. The old colored fifer was there. Mr. Quinn of Pittsburgh, who made the cordage, Captain Brownell, who commanded the "Ariel," and Dr. Usher Parsons, Surgeon of the flagship "Lawrence," at that time the last surviving commissioned officer of the fleet.

Governor Demmison, who welcomed the Rhode Islanders, quoting President Madison in speaking of the Battle of Lake Erie, said: "It was never surpassed in lustre, however much it may have been in magnitude." Governor Sprague, the war governor of Rhode Island, who is still living, replied in part as follows:

PERRY'S VICTORY CENTENNIAL SOUVENIR

"I thank your Excellency very sincerely for the kind welcome which you have given to the Rhode Island delegation. That delegation consists of two veterans, who served in the Battle of Lake Erie, Captain Brownell, on my right, as second officer of the 'Ariel,' and Dr. Usher Parsons, on my left, whose



Usher Parsons

SURGEON OF THE "LAWRENCE" AND THE LAST SURVIVING
COMMISSIONED OFFICER OF PERRY'S FLEET

services, on board the 'Lawrence,' in ameliorating the suffering of the wounded, have become historical; a son of the heroic Perry, bearing the honored name of his father, and two nephews; our Secretary of State; a large delegation of the State Legislature; the gentlemen of my personal Staff; the general Staff of the State; the Major

#1495

W. L. Hoops of Mass. Lawrence
 June 23rd July 1813

I have the honor to receive your letter of the 22nd inst. It is impossible for me to say whether the enemy will or is preparing to attack on us, from the importance to them of destroying our fleet, and the public stores collected at this place it may be considered probable they will, hasten to do so. The troops now stationed in the immediate vicinity of a better should have marched to Long Point.

I am fully in as those circumstances it is for the most to leave this harbor at this particular moment, but should the enemy succeed in their enterprise they would probably have to undergo many difficulties. The fleet appears now to be standing over for Long Point, the troops now stationed in the immediate vicinity would probably arrive at the Point this day, so that by tomorrow night we may expect to see them off here again, it being but little less than 400 miles, possibly not so many if you view from these circumstances as you will be able to judge as well as myself. The danger the public stores are liable to is

Wm. B. D. D. D. D.
 of the Board of Directors
 Broadwell

Very Respectfully
 Yours

Q. H. Perry

Signal

On the appearance of one of the U. S. Vessels
of war off this place, she will hoist her ensign
at mast head, & fire one gun, after an interval
of ten minutes she will fire two guns &c

W. Sandusky, 21st Aug. 1813.

C. H. Perry

11. 1. 1813. The Senior officer, if he always
Perry makes the signal.

On falling in with a strange vessel in the night
hoist on light and hail. The vessel if within range
will first answer "Who?" The other will answer
with answer "Who?"

THE NIAGARA KEEPSAKE

General of the State; and a Brigadier General of the Line, Staff Officers, and one hundred and one members of the first Light Infantry Company of Providence, whose ranks are filled to-day by some of our most valuable and eminent citizens; the Mayor of the City of Providence, as their guest, the Line and Staff Officers of the Battery of Light Artillery in Providence, and the former Chief Engineer of the Fire Department in their ranks. It will, sir, I am sure, be considered as giving special interest to the presence of the Infantry, who have accompanied me here to-day, when I state the fact that they bore the remains of the heroic Perry to his last resting place. Such the State of Rhode Island sends here to represent her on this great occasion, with her cordial greetings to the people of Ohio."

Nearly a century has rolled around since the living participants of that struggle for liberty received the plaudits of their countrymen, and it is eminently fitting and proper that centennial celebrations in memory of the honored dead should be observed.

We recall at this time also the names of the Commissioners who drafted the Treaty of Ghent, which is the greatest peace achievement in international history. The prominent Americans who composed the Commission were John Quincy Adams, Henry Clay, Jonathan Russell, Senator Bayard, and Albert Gallatin. It was a Commission made up of statesmen.

John Adams, at the age of eleven, accompanied his father on a diplomatic mission to Paris and got his first introduction into distinguished society. At seventeen he accompanied Francis Dana, envoy to Russia, as his private secretary. Later he joined his father in Paris, where that gentleman was engaged with Franklin and John Jay in negotiating the treaty of peace between the Colonies and the mother country. He aided as additional secretary in preparation of that instrument, which settled the questions of the independence of our country. After the signing of the treaty his father was appointed Minister to the Court of St. James, and the young man had another opportunity to mingle with men of public affairs. However, he concluded to go home and enter Harvard College, where he was graduated in high standing. He studied law in Boston and in 1794 was nominated minister to the Hague. His nomination was confirmed and on his twenty-seventh birthday he received his commission.

Adams had rendered such valuable diplomatic service to his country that in 1797 he was transferred to Berlin, where he negotiated a treaty of commerce between Prussia and the United States.

He was recalled in the closing days of his father's administration, returned to Boston, and resumed the practice of law, but was soon elected to the Senate of Massachusetts, while in 1803 the Legislature of that state elected him to the United States Senate. In 1809 he was appointed minister to Russia. During the whole period of his stay in Russia the great wars of Napoleon were in progress. He saw the burning of Moscow and the disastrous retreat of the haughty invaders. He was the personal friend of Alexander, who in 1812 suggested his willingness to act as mediator between the United States and Great Britain in bringing about peace. This offer, although rejected by Great Britain, was the means of Great Britain submitting a proposition to the United States to consider terms of peace.

Henry Clay was a member of Congress from Kentucky; fiery, patriotic, and a great lover of his country. It was Clay, while Speaker in Congress, who probably more than any other man should be given the credit of inciting the American people to a full realization of the wrongs and cruelties that had been heaped upon them by the mother country. It was Clay's irresistible effort and determined spirit that inspired the American people to patriotism, love of country, and a declaration of war.

Albert Gallatin, born and educated in Geneva, Switzerland, first settled in Boston and soon went to Virginia, where he took the oath of allegiance to the United States; afterwards came to Pennsylvania and purchased a large tract of land in Fayette County, where he made his future home. He was several times a member of the Pennsylvania Legislature and introduced a system of county taxation that endured for many years. He also proposed a plan for county schools that was afterwards adopted.

In 1793 he was elected to the United States Senate, but after taking his seat was excluded from that august body because he had not been a resident of the United States nine years, the length of time prescribed by the Constitution, although he had been actually thirteen years in this country,—some four years or more before taking the oath of allegiance.

Gallatin had so endeared himself to his people that he was elected to Congress, from the Fayette County district, where he remained some time. In Congress he established the Ways and Means Committee, and was recognized as one of the greatest financiers of his age.

He was Secretary of the Treasury during the War of 1812, and although foreign born, had acquired a keen perception of the needs and requirements of the American people, while Adams, born an

W. S. G. Lumsden
Off Thursday 22nd Aug^r 1813

Sir

You will proceed with the ship to Erie for
the purpose of taking on board as much Provisions
and such other articles as are wanted on this war
expedition you have in your possession.

You will use every exertion to return to this Place
with a plentiful stock of provisions not finding the
quantity at this Place you will proceed up ^{the river} Bay,
and then with our usuals.

Respectfully &c

J. G. Lumsden

W. H. Perry

On the 22nd Aug^r 1813

16



THE WARMING PAN USED BY PERRY IN THE COLD
WINTER OF 1812-13, GIVEN TO DEBORAH PERRY
AND NOW OWNED BY MRS. SKINNER



PIECE OF THE STERN-POST OF THE SMALL BOAT IN WHICH PERRY PASSED FROM THE "LAWRENCE" TO THE "NIAGARA," GIVEN
TO THE RHODE ISLAND HISTORICAL SOCIETY BY GILES SANFORD OF ERIE IN 1857

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series
Copyright, 1913, by The Journal of American History.

American citizen, had spent most of his time abroad and was not in touch with the common people.

Russell was a Minister to Sweden, and largely under influence of Clay. Bayard, a United States Senator from Delaware, while having opinions of his own, alone of the other commissioners realized the wisdom of Gallatin's policy and aided him with all his talents and influence.

With this brief survey of the members of the Commission, so different in character, habits, and experience, it is easy to understand that to make them agree among themselves was as difficult as to make a satisfactory treaty with Great Britain.

The first proposition made by England was to the effect that the great Northwest Territory should be ceded to the Indians under an English guaranty or protectorate, and that the United States should renew the treaty rights giving the English the right to navigate the Mississippi. To the first proposition all of the members of the Commission dissented, but to the second Adams was inclined to agree in order to retain for Massachusetts certain fishing rights in Canadian waters. Clay strenuously objected, and with the same tenacity and fixedness of purpose that he fought for the declaration of war, he now fought not only to preserve the totality of our country, but also to protect the rights of navigation on the Mississippi River, and thereby save from further oppression the great western part of our country.

And so for five long months they contended, during all of which time it was the master mind of Gallatin that by his logical reasoning and accurate conclusions persuaded the members of the Commission to agree.

I will not attempt to recount all of the propositions and counter-propositions that passed between the parties, nor the many alterations between Clay and Adams.

The treaty, when signed, did not contain a single word regarding the impressment of seamen. Nor did it mention the infamous British "Orders in Council," under which our rights as neutrals were invaded by British practices which practically were legalized piracy on the high seas. Explicit mention of these matters would not have been tactful and was not necessary. Never again did Great Britain presume to exercise the alleged "rights" against American commerce which had caused the war.

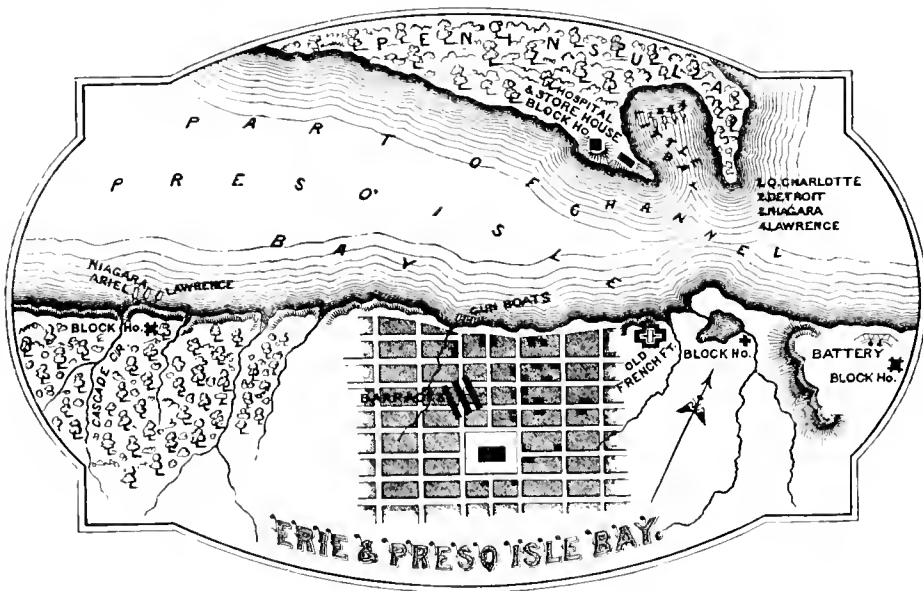
The treaty was hailed with delight by both countries, and for a hundred years along the three thousand miles of the boundary line

PERRY'S VICTORY CENTENNIAL SOUVENIR

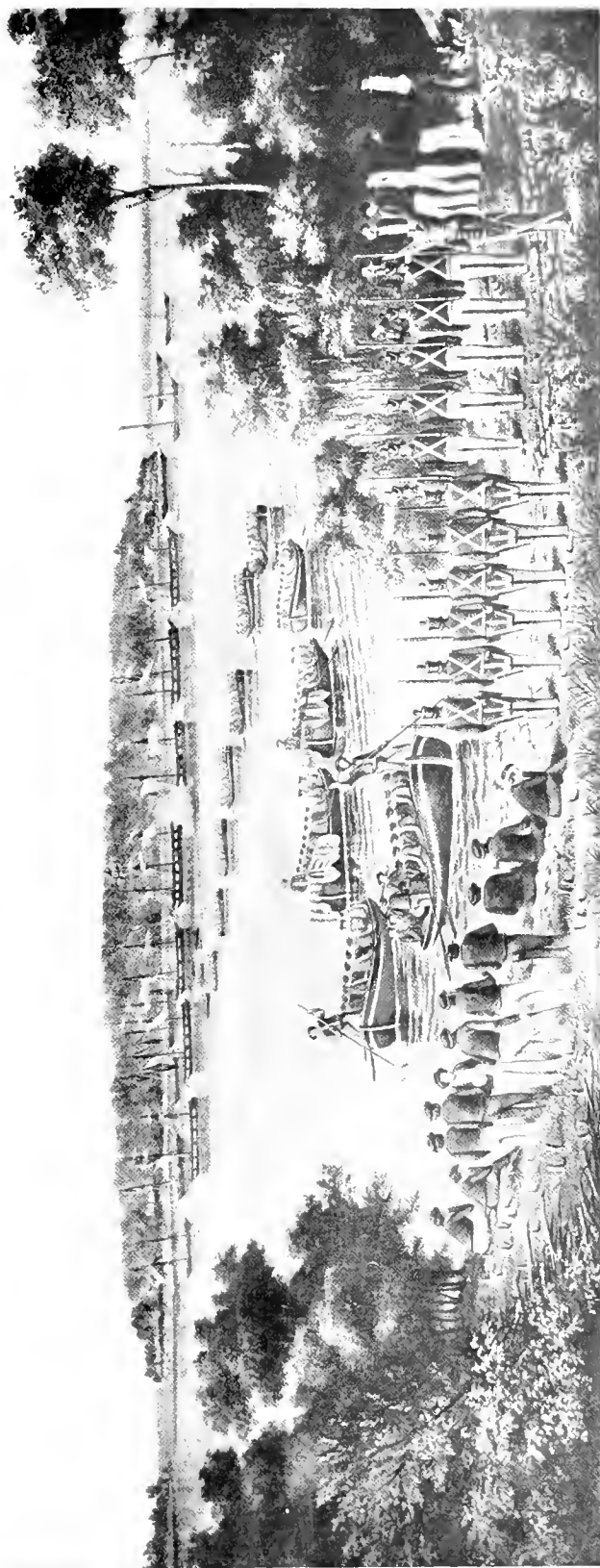
between the United States and the British Possessions in America there has not been a single regiment or company or soldier to protect the rights of either Nation.

Immediately following the battle of Lake Erie the men of both fleets participated in the solemn burial of their dead. The boats moved slowly in procession with oars keeping time to the music of the fife and drum. The flags were at half-mast and the signal guns were fired at regular intervals. The landing place was wild and picturesque. The graves had been dug beneath the spreading branches of a lofty willow near the shore. The American and British walked two by two, in alternate couples, to the graves of their heroes. The last gun was fired and the sorrowing company departed to their ships; and there for a century their remains have reposed, in absolute solitude, American and English side by side and undisturbed. The wounded of both fleets, after the battles of Lake Erie and the Thames, were sent to Erie, where Barclay was seen, with tottering steps, supported between Harrison and Perry, as he walked from the landing-place to his quarters.

From this celebration the American people will catch a new vision of a united country, all free, all vitally related, bound in a universal brotherhood of peace and good will.



The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.



Copyrighted by W. H. H. 1813

JURIAL SCENE, OF THE OFFICERS SLAIN, AT PERRY'S VICTORY ON LAKE ERIE, SEPT. 10TH 1813.

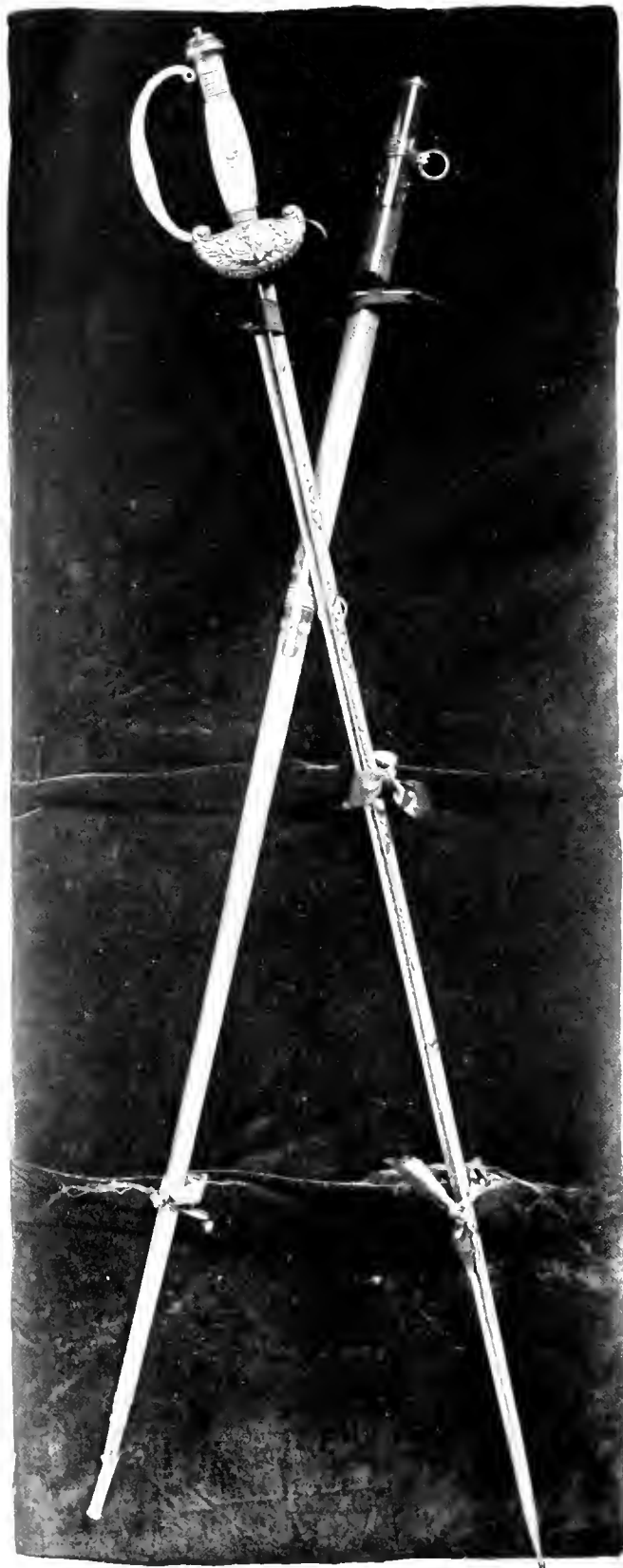
Am. Officers Killed
 Capt. FENNELL, of the *Queen Charlotte*
 Lieut. STOKES, of the *Queen Charlotte*
 Lieut. STOKES, of the *Queen Charlotte*
 Lieut. STOKES, of the *Queen Charlotte*

British Officers Killed
 Capt. FENNELL, of the *Queen Charlotte*
 Lieut. STOKES, of the *Queen Charlotte*
 Lieut. STOKES, of the *Queen Charlotte*
 Lieut. STOKES, of the *Queen Charlotte*

From the *Illustrated* *Review* of *1813*

FROM AN OLD PRINT

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
 Copyright, 1913, by The Journal of American History



THE SWORD PRESENTED TO PERRY AFTER THE BATTLE OF LAKE ERIE BY THE CITY OF ALBANY, NEW YORK,
NOW IN THE CUSTODY OF THE RHODE ISLAND HISTORICAL SOCIETY

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History

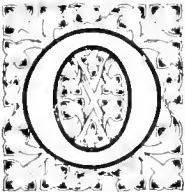


The "Niagara" and the "Wolverine"

The Two Old Guardians of the Lakes, the Sailing Vessel
and the Steamer, the Wooden Brig and the Iron Ship, Go
Forth to Salute the Peoples They Have Served

BY

The Editor of The Journal of American History



OUT of Erie Harbor, the beautiful old Bay of Presque Isle, that has seen momentous things in the history of our country,—even as on August 4, 1813, she sailed out over the bar under Perry's colors,—at Sundown of Saturday, July 12, 1913, the gallant "Niagara" will sail into the silver ripples of Lake Erie under the convoy of the gallant "Wolverine." Their guns will fire salutes as they go; but they go not forth to meet Barclay as of yore, but to celebrate one hundred golden years of peace between the United States and the British Empire.

They have forgotten war in the concord and good-will that reign between the Anglo-Saxon peoples. Peace sends them on her errand of love. As they glide through unfearing waters, from length to length of Erie, Huron, Michigan, and Superior, it will be between green shores, one British and one American, dotted with thriving hamlets and populous cities where not one bristling gun nor solitary battlement points threateningly toward the other shore.

The proposed itinerary of the "Niagara" and "Wolverine" is as follows: They will be at Erie, July 6 to 12; at Fairport, July 12 to 13; Cleveland, July 14 to 20; Put-in-Bay, July 20 to 26 (regatta week); Monroe, July 26 to 27; Toledo, July 27 to August 1; Detroit, August 1 to 3; Green Bay, August 7 to 9; Milwaukee, August 11 to 16; Chicago, August 17 to 22; Buffalo, September 1 to 7; Sandusky, September 8 to 9; Put-in-Bay, September 10, the centenary anniversary of Perry's victory.

For a week before they sail they will be the center of the great celebration at Erie. It opens with Peace Sunday, July 6. On

Monday, Reception Day, July 7, among many other features, the du Pont Powder Wagon, brought across the State of Pennsylvania, as one hundred years ago, by a six-horse team, under guard of a squad of United States Cavalry, will be met at Erie and escorted to the "Niagara" by a detachment of the Naval Force of Pennsylvania from the U. S. S. "Wolverine."

Mothers' and Children's Day, July 8, will witness a parade and pageant of twelve thousand school children. The Erie High School Chorus of six hundred voices, directed by Dr. Charles G. Woolsey, will sing before the Grand Stand the song sung at the launching of the "Niagara," "Don't Give Up the Ship!"

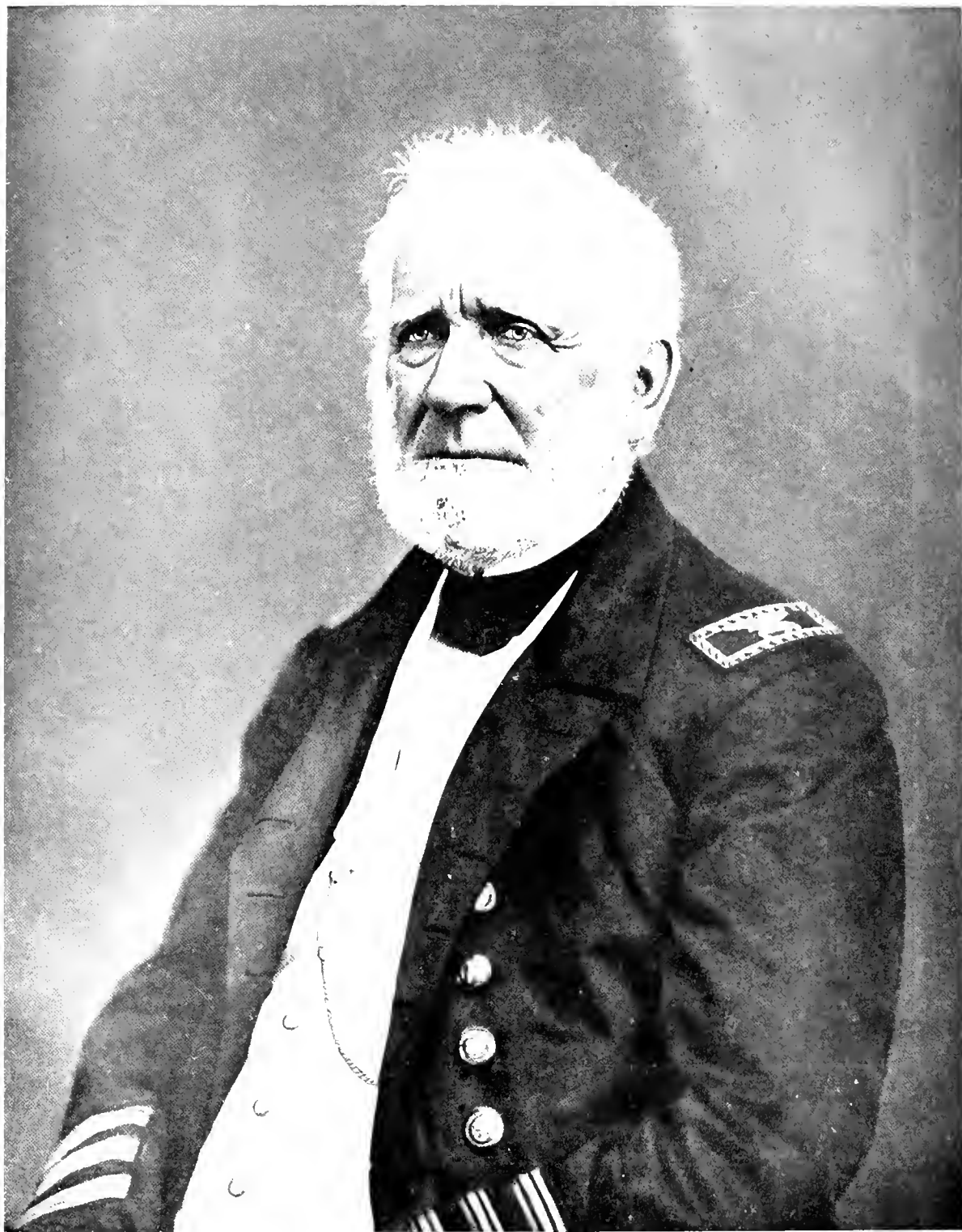
Governor's Day, July 9, will be signalized by the grand military parade of soldiers and sailors, including the Battalion from the "Wolverine," reviewed by Governor Tener and Staff of Pennsylvania, with the Governors of Rhode Island, New York, Connecticut, Ohio, Indiana, Illinois, Michigan, and Wisconsin.

A grand naval parade and boat-racing in the beautiful harbor will take place on Naval Day, July 10. Yachts, motor boats, and naval training ships will assemble from all parts of the Great Lakes. Not to be outdone, the hydroaeroplane will fly over the harbor. A naval sham battle in the bay, re-enacting the battle of Lake Erie, will also be a feature of this day's program. The naval parade will be reviewed by the Secretary of the Navy, Honorable Josephus Daniels.

On Erie Day, July 12, as the sun falls into the Lake, the "Niagara" and the "Wolverine" will heave up their anchors and pass out to take their places as the centers of like festivities in other cities.

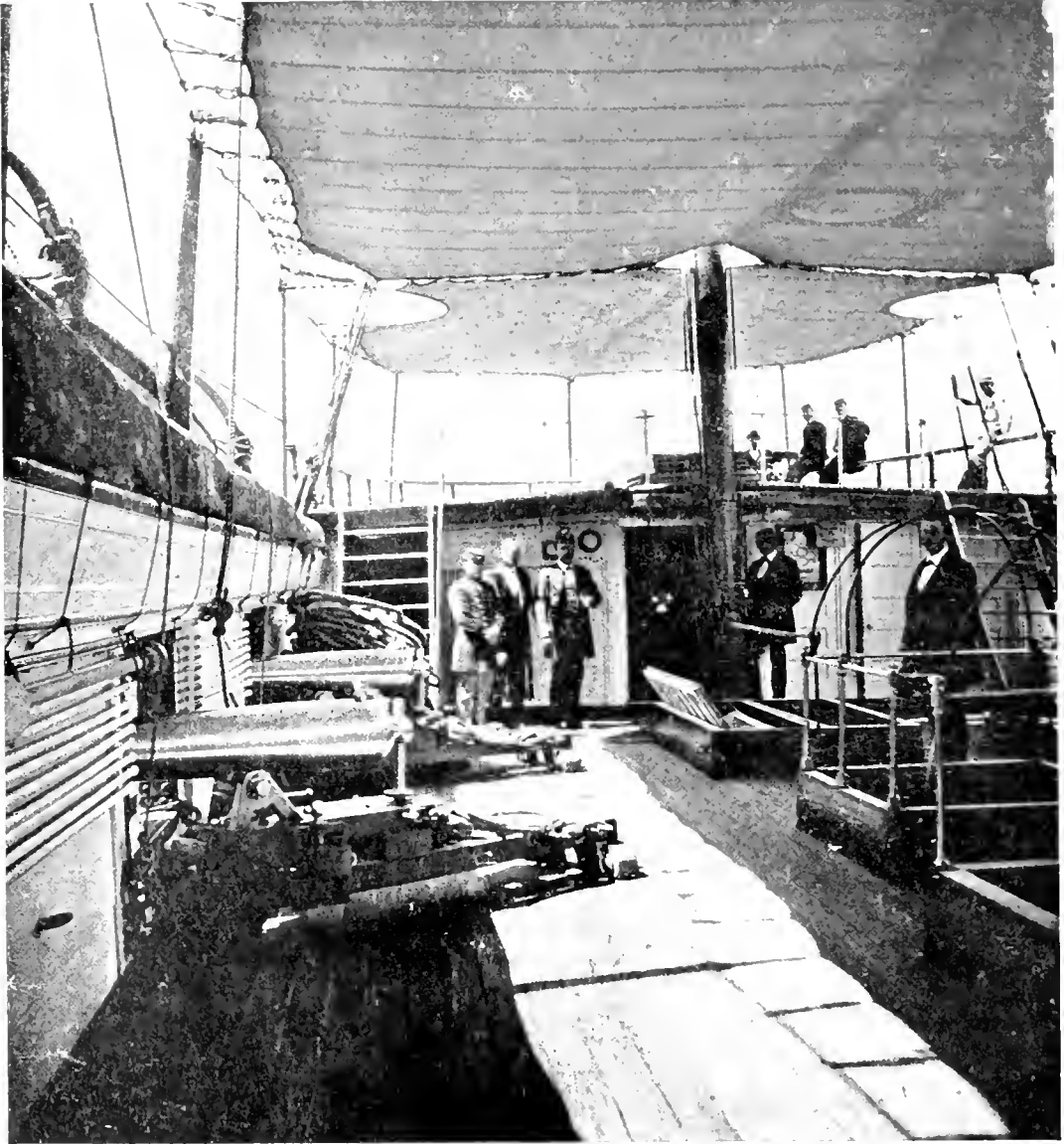
It is most appropriate that the two old guardians of the Lakes should make this trip together. Bonds of destiny have closely linked them from the beginning. Both were built in Erie, whence both went forth on active service, and whither both ever returned, as to their native home. Both became receiving ships in their old age.

Moreover, on her own account the "Wolverine" is scarcely less interesting than the "Niagara." The "Wolverine" is only thirty years younger than the "Niagara," and yet the two belong to entirely different ages in ship-building. The "Niagara" was born just at the end of one era, and the "Wolverine" just at the beginning of the next. The "Niagara" was one of the last sailing vessels of war; the "Wolverine" was one of the earliest war steamers. What a revolution in the method of propulsion through the water! Again, the "Niagara" was built near the end of the long age of wooden



CAPTAIN STEPHEN CHAMPLIN, FIRST COUSIN OF PERRY, WHO COMMANDED THE "SCORPION" IN THE BATTLE OF LAKE ERIE, FIRED THE FIRST AND LAST SHOTS IN THE BATTLE, AND WAS AFTERWARDS COMMANDER OF THE U.S.S. "MICHIGAN," NOW "WOLVERINE," WHICH NOW ESCORTS THE "NIAGARA"

The "Niagara" Escorted Perry's Victory Centennial Sloop-of-war
Copyright, 1905, by The Journal of American History



DECK VIEW OF THE "MICHIGAN," NOW THE "WOLVERINE," IN 1870, WITH OFFICER GRIDLEY TO THE RIGHT AND FRONT, WHO FIRED THE FIRST SHOT IN THE BATTLE OF MANILA, AT THE WORD OF ADMIRAL DEWEY, "YOU MAY FIRE WHEN YOU GET READY, GRIDLEY."

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History.

THE NIAGARA KEEPSAKE

vessels, while the "Wolverine" was built at the very beginning of the new age of iron vessels. The "Michigan" was, in fact, the very first iron vessel launched upon the Great lakes, and a crowd assembled at her launching to see the iron ship sink to the bottom. Her original name, "Michigan," she relinquished in modern times, that it might be borne by a new battleship of the United States Navy, and took her present name, "Wolverine."

The little hitch in the relaunching of the "Niagara" has been noticed elsewhere. It is a curious coincidence that the "Michigan" also stuck on the ways at her launching, and launched herself, unattended by crowds, during the night following.

The building of the "Michigan," was authorized by an Act of Congress approved September 9, 1841, appropriating one hundred thousand dollars "for the construction or armament of such armed steamers or other vessels for defense of the Northwestern Lakes as the President thinks proper, and as may be authorized by the existing stipulations between this and the British Government." She was designed by and constructed under the direction of Samuel Hart, naval constructor, of New York. Early documents show that, as first contemplated, she was to have been a wooden vessel. A little later a vessel of iron was determined upon, and in May, 1842, a contract for furnishing the material and building the iron hull, engines, boilers, etc., was let to Stackhouse & Tomlinson of Pittsburgh. These materials were brought in sections to Erie, where the vessel was put together.

She was launched on December 5, 1843, and on December 8 the name, "Michigan," was selected for her by the President of the United States. She was completed and commissioned in 1844. The iron work of the "Wolverine" is still in a remarkable state of preservation, and she is propelled to-day by her original engines,—curious affairs, but practically "in as good condition as when built."

Characteristically the "Niagara" tells us the war-story that brought a long peace, while the "Wolverine" can tell of seventy years of the peace that came. Yet the "Wolverine," too, has a war-story of her own—during the Civil War when the country the "Niagara" had fought to preserve well-nigh fell to pieces. During that conflict, the half century of which is also just now upon us, the "Michigan," armed to her teeth, did unremitting duty on the Lakes, guarding against the numerous Confederate plots hatched on Canadian soil.

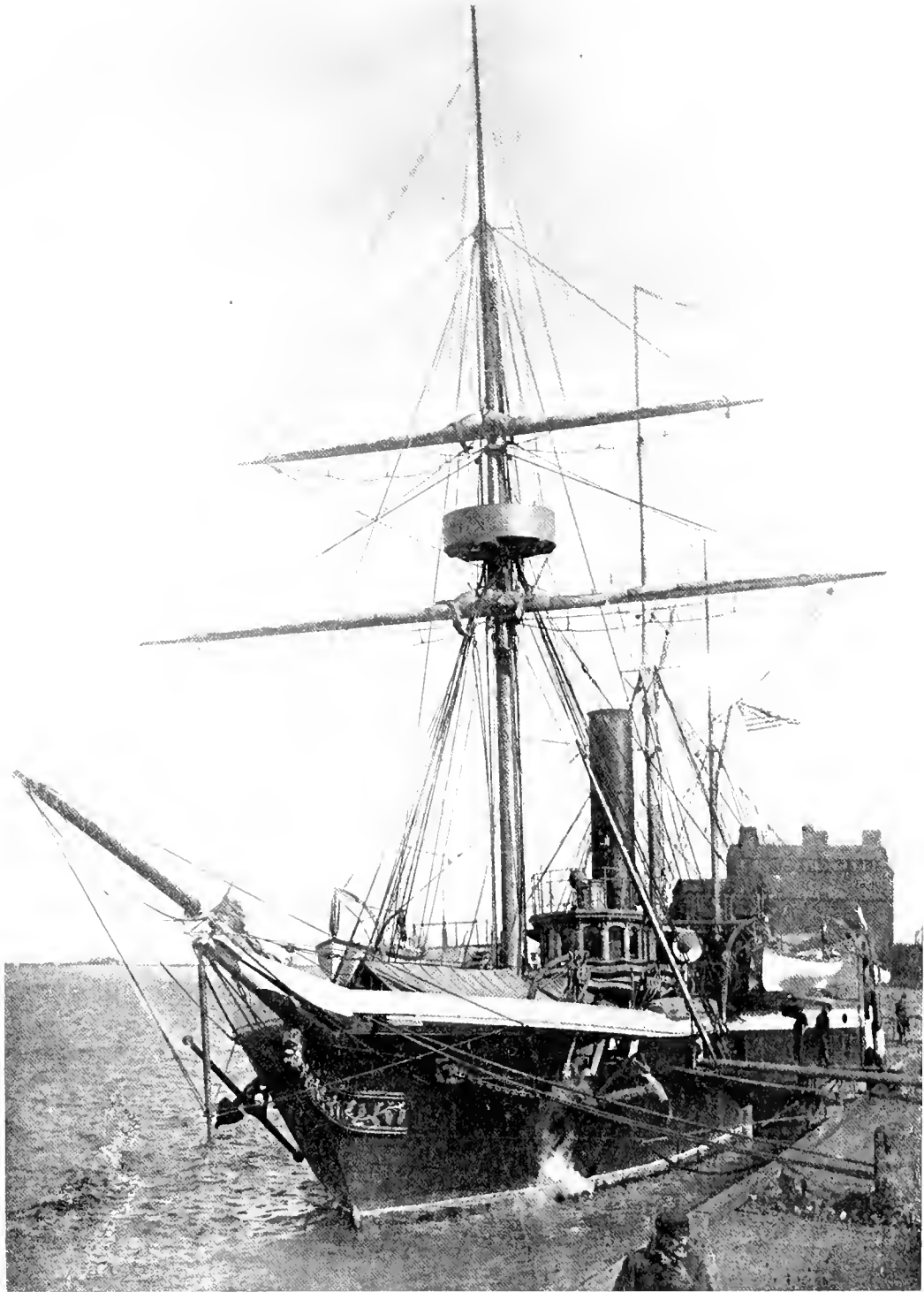
One of the most audacious of these had the seizure of the "Michigan" herself as its object, and was all-but successful. A traitor was on board; but was suspected, watched, trapped, and captured. Missing the "Michigan," the conspirators boldly seized another vessel on Lake Erie, but many of them were eventually secured and some of them executed. Interesting and exciting, this story is too long for this time and place.

We must mention, however, a very interesting link between the two old war vessels. Captain Stephen Champlin from Rhode Island, Perry's first cousin, commanded the "Scorpion" in the battle of Lake Erie, one of the vessels built in Erie. He fought her well, ably supporting Perry, first while the latter was on board the "Lawrence," and afterwards while he was on board the "Niagara." Champlin fired the first and the last shots in the battle of Lake Erie; and, as was fitting, in his old age, which was the youth of the "Michigan," became the commander of that vessel.

Captain Champlin was the second commander of the "Michigan." Her latest commander, Captain Morrison, now in turn becomes the first commander of the rejuvenated "Niagara." Under his hand she was tenderly raised, rebuilt, and equipped, and he will conduct her on her centenary voyage.

Lieutenant W. H. F. Nick, second in command of the "Wolverine," has also ably served the "Niagara." He took some of the most interesting photographs, reproduced in this book, and has been indefatigable in charge of the details of the general celebration in Erie. Ensign A. G. Kessler of the "Wolverine" labored with Captain Morrison to transcribe for posterity the lines of the "Niagara" as she came up out of her long sleep; and, in fact, all the officers and the entire crew of the "Wolverine" deserve great credit.

And so these two old sisters, of war and of peace, the "Niagara" and the "Wolverine," the sailing vessel and the steamer, the wooden brig and the iron ship, will together, in the words of Miss Reed, "go up and down the chain of Great Lakes and remind a new generation of the price paid by our forefathers for the freedom we enjoy to-day."



UNITED STATES STEAMER "MICHIGAN"—NOW THE "WOLVERINE" IN 1892

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series,
Copyright, 1905, by The Journal of American History.



THE "WOLVERINE," FORMERLY THE "MICHIGAN," AS SHE APPEARS TODAY, AGED THREE SCORE YEARS AND TEN, ESCORTING ABOUT THE LAKES HER STILL OLDER SISTER, THE "NIAGARA," A RETIRED CENTENARIAN

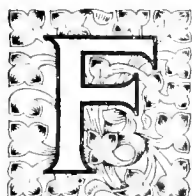
The "Niagara" Keelside—Perry's Victory Centennial Souvenir Series.
Copyright, 1913, by The Journal of American History



What Shall Be the Permanent Memorial at Erie?

BY

The Editor of The Journal of American History

FROM Erie, her one lake port, the State of Pennsylvania gave to the Nation Perry's fleet, with Dobbins and his brave men. She gave the old "Michigan," now the "Wolverine." To-day she regives the "Niagara," and sends the Second Battalion of her Naval Force aboard the "Wolverine," as an escort. What, then, shall be the permanent memorial at Erie to the valor of the men and women of the State of Pennsylvania?

In May, 1913, Governor Tener approved another bill drawn up by General Sisson. Its preamble speaks of "the Brig, Niagara, to which Commodore Perry transferred his flag from the disabled Lawrence during the battle, and which—for nearly one hundred years at the bottom of Misery Bay, an arm of Presque Isle Bay, at Erie—has been raised by the Commissioners appointed by the Governor of Pennsylvania...and is now the property of the State of Pennsylvania." It speaks of the appropriateness of "a permanent marker, arch, or memorial...at Erie to commemorate not only the bravery of Commodore Perry and his gallant men, but the part taken by Pennsylvanians in building the fleet and in fighting the battle, including the conspicuous services of Captain Daniel Dobbins of Erie, who was instrumental in inducing the Government to build the fleet, and was in charge of its construction when Perry arrived in March, 1813."

The bill accordingly appropriates \$75,000 "for the purpose of restoring the aforesaid Brig, Niagara, to the condition she was in at the time said battle of Lake Erie was fought, as nearly as said Commissioners can, with the exercise of reasonable diligence, restore it to its original condition, including rigging, armory, and

PERRY'S VICTORY CENTENNIAL SOUVENIR

equipment of every kind, and for paying the expenses incident to the proper participation of said Brig in the events of this centennial year, and the proper care therefor until further provided for by the Legislature."

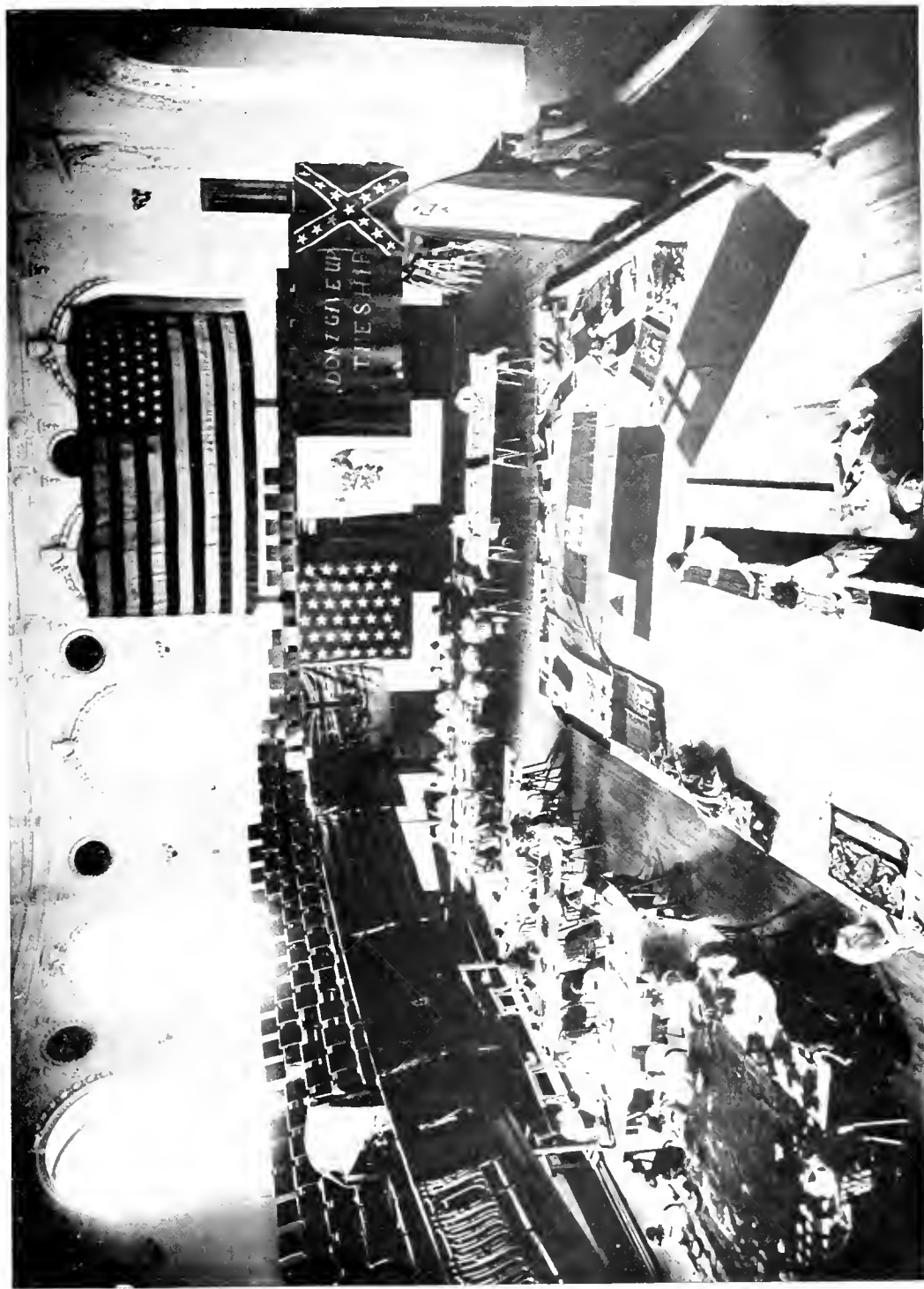
Thus to the generosity of the State of Pennsylvania we owe much at this time. The bill further provides that any balance which may be left of the said appropriation shall be "expended by said Commissioners at the City of Erie, Pennsylvania, in commemorating the building of the fleet," etc., "in conjunction with moneys contributed by the citizens of Erie, and others, for the purpose of erecting said permanent marker, arch, or memorial."

Some sort of memorial seems thus assured. How shall it be made worthy of the great State of Pennsylvania and her brave sons and daughters? A beautiful memorial arch should be erected over State Street at Perry Square, Erie. But may not the memorial also take the further form of a permanent endowment to carry on a patriotic service along lines that Perry himself would be most interested in if he were with us?

It is notorious that the Naval Militia of our States suffers constant neglect as a dependency of annual sessions of our Legislatures. Why not establish at Erie a permanent summer training camp and rendezvous for the Naval Forces of all our States? The Peninsula about Presque Isle Bay should be made a National Park for this purpose. This can be easily arranged, as it is already owned principally by the National Government and the State of Pennsylvania. Here the "Niagara" and the "Wolverine" would form a patriotic nucleus.

This is a service of love not for Pennsylvania alone, but for other States and the whole country. THE JOURNAL OF AMERICAN HISTORY will co-operate heartily, gladly acknowledging through its pages contributions to the Pennsylvania Commissioners for this purpose. It believes it can also speak for the hearty co-operation of the men and women of our patriotic societies throughout Pennsylvania, and every other State, as well as for the teachers and pupils in our public schools everywhere.

We suggest that beautifully bound books of record be kept permanently on board the "Niagara," in which the name and address of every donor of not less than one dollar be permanently enrolled as one of the builders of the "Niagara" and the "Niagara Memorial." Such books THE JOURNAL OF AMERICAN HISTORY will gladly donate to the Pennsylvania Board of Perry's Victory Centennial Commissioners.



MRS. AMELIA FOWLER AND HER STAFF OF ASSISTANTS REPAIRING THE OLD FLAG, INCLUDING PERRY'S FIGHTING BERGEON, AT THE ACADEMY, ANNAPOLIS, MARYLAND

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1903, by The Journal of American History



THE DU PONT POWDER COMPANY'S OLD CONESTOGA WAGON STARTING ON ITS OVERLAND JOURNEY ACROSS THE STATE OF PENN. SYLVANIA TO DELIVER THE MUNITIONS OF WAR TO THE RAISED "NIAGARA" AS IT DID TO PERRY'S FLEET ONE HUNDRED YEARS AGO

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir Series.
Copyright, 1914, by The Journal of American History.

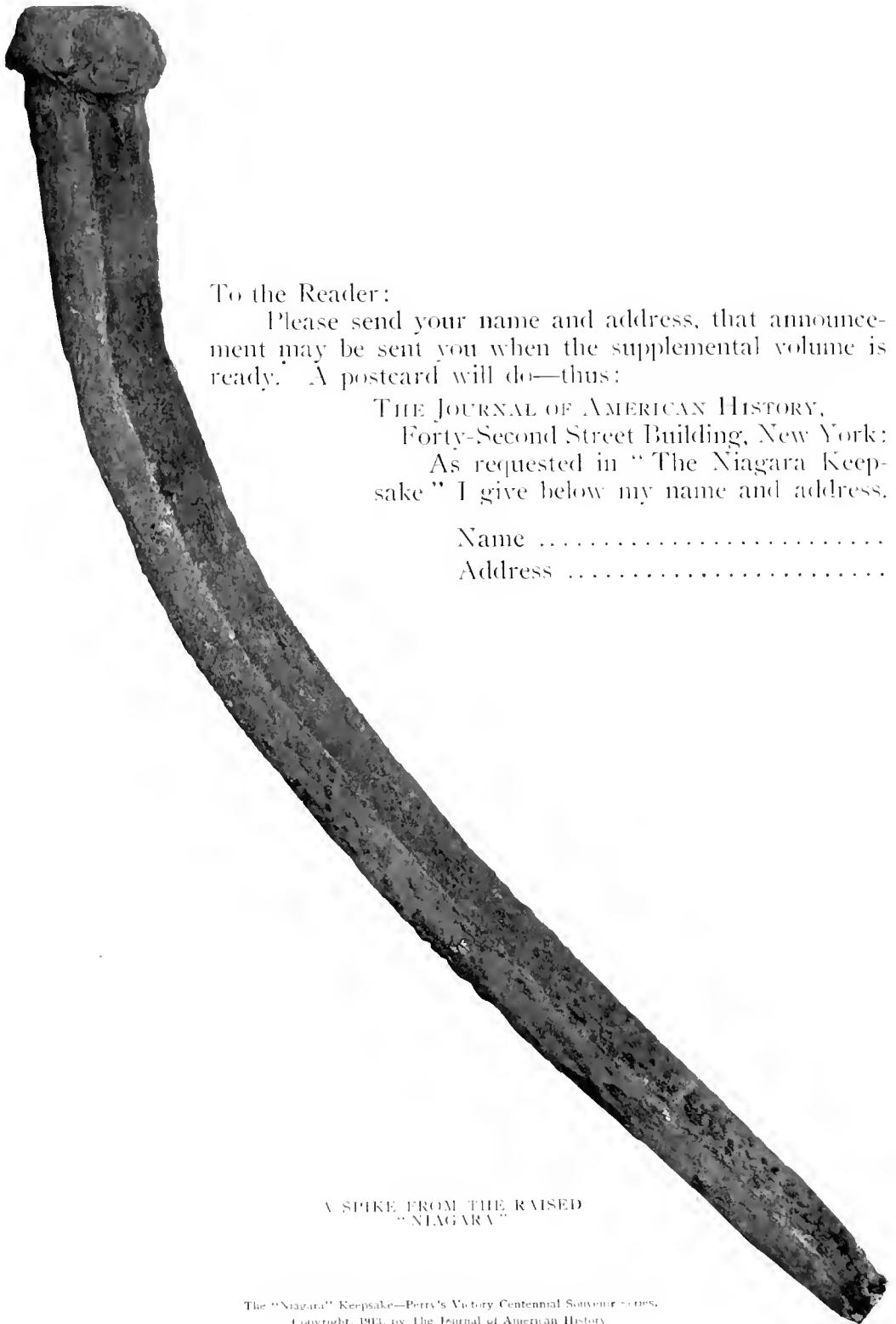
THE NIAGARA KEEPSAKE

An account of the old Conestoga Wagon, drawn by six horses and escorted by picked men of the United States Cavalry, traversing



UNITED STATES CAVALRY ESCORT OF THE
DU PONT POWDER WAGON

the State of Pennsylvania to get powder to the "Niagara" in time for the Erie Celebration, a repetition of the journey to Perry's fleet in 1813, will appear in "The Niagara Keepsake," No. 2.



To the Reader:

Please send your name and address, that announcement may be sent you when the supplemental volume is ready. A postcard will do—thus:

THE JOURNAL OF AMERICAN HISTORY,
Forty-Second Street Building, New York:
As requested in "The Niagara Keepsake" I give below my name and address.

Name

Address

A SPIKE FROM THE RAISED
"NIAGARA"

The "Niagara" Keepsake—Perry's Victory Centennial Souvenir comes.
Copyright, 1913, by The Journal of American History

DON'T GIVE UP
THE SHIP

LIBRARY OF CONGRESS



0 011 782 615 6